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London

Edward R. V.

His Most Excellent Majesty
King Edward the Seventh
by gracious permission of Her Majesty Queen Alexandra

THE KING'S SHIPS

TOGETHER

WITH THE IMPORTANT HISTORICAL EPISODES CONNECTED WITH THE SUCCESSIVE SHIPS OF THE SAME NAME FROM REMOTE TIMES, AND A LIST OF NAMES AND SERVICES OF SOME ANCIENT WAR VESSELS

BY

HALTON STIRLING LECKY

LIEUTENANT, ROYAL NAVY

WITH OVER 2500 ILLUSTRATIONS FROM OLD PAINTINGS, PRINTS AND MODELS
NAVAL CRESTS, ADMIRALS' SIGNATURES, Etc., Etc.

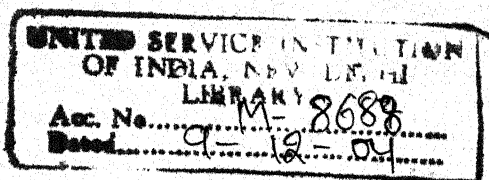
IN SIX VOLUMES

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1913



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PHOTOGRAVURE

H.M. King Edward the Seventh *Frontispiece*

IN COLOUR

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CADMUS

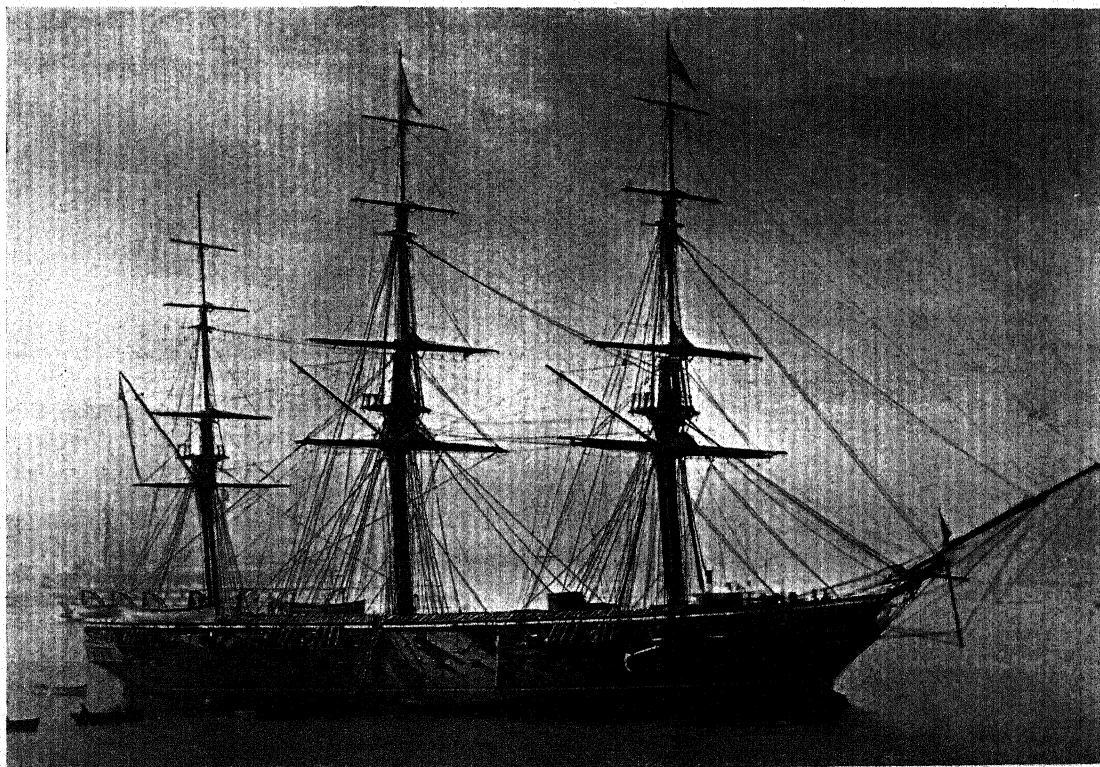


²⁴
CADMUS.—In Greek legend son of Agenor, the king of Phœnicia. He was ordered by his father to go in quest of his sister Europa whom Jupiter had carried away, and he was never to return to Phœnicia if he did not bring her back. His search led him to Bœotia, where, although unsuccessful in the object of his journey, he founded the city of Thebes. He is said to have been the first to introduce the use of letters into Greece. Cadmus, the Milesian, lived in the sixth century B.C. He was the first Greek to write history in prose. He composed the history of Ionia, which is lost.

The first “CADMUS” was a 10-gun brig sloop, launched in 1808 at Deptford. She was of 237 tons, and carried a crew of 76 men. Her length, beam, and draught were 90 ft., 25 ft., and 9 ft.

After service as coastguard vessel at Whitstable the “Cadmus” was sold in 1864 for £500.

The second “CADMUS” was a 21-gun screw corvette, launched at Chatham



Vice-Admiral Alexander G. M'Kechnie.

THE SECOND “CADMUS.”

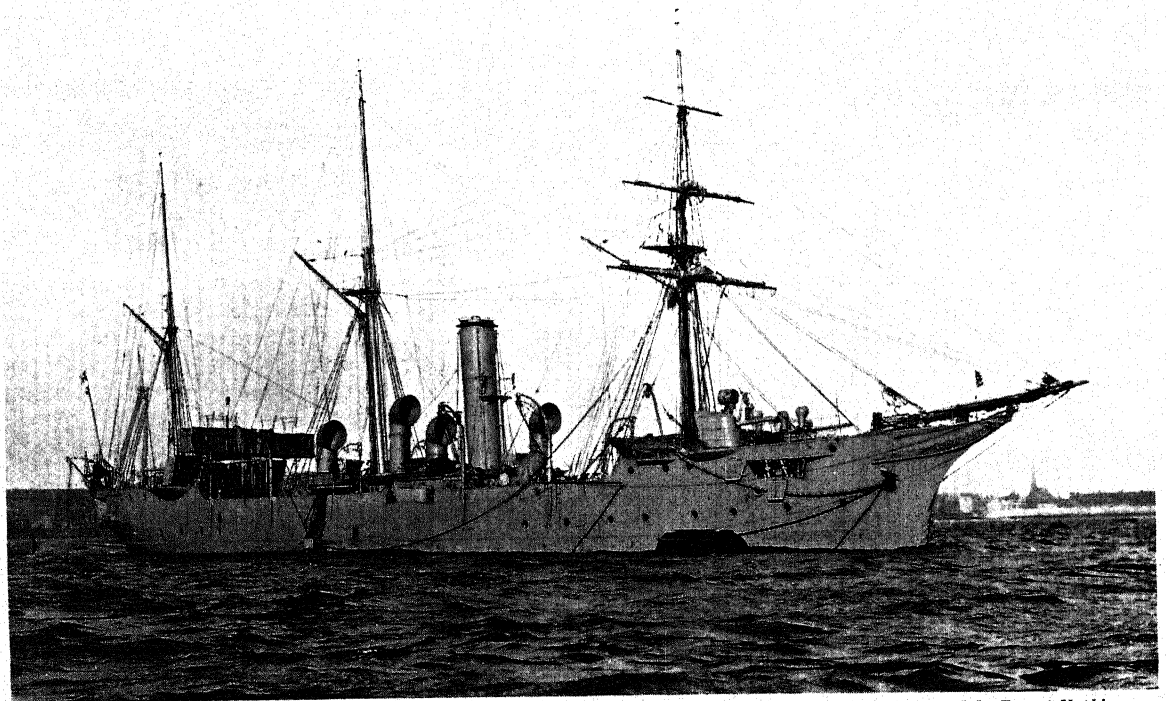
THE KING'S SHIPS

CADMUS

in 1856. She was of 1466 tons and 400 horse-power. Her length, beam, and draught were 200 ft., 40 ft., and 14 ft.

In 1879 the "Cadmus" was broken up at Devonport.

The third "CADMUS" is a 6-gun screw sloop, launched at Sheerness in 1903. She is of 1070 tons, 1400 horse-power, and 13 knots speed. Her length, beam, and draught are 185 ft., 33 ft., and 11 ft.



THE THIRD "CADMUS."

From the photograph by Ernest Hopkins.

CÆSAR

CÆSAR

The first English Civil War—	
Assisted Parliamentary cause	1642
The Wars of the French Revolution and Empire—	
The Glorious First of June	1794
Saumarez's action at Algeciras	1801
"Tis to glory we steer"	1801
"Britons, strike home!"	1801
Saumarez's action in the Straits of Gibraltar	1801
The blockade of Brest	1803-5
Cornwallis's action with Willaumez off Brest	1805

Strachan's action with Trafalgar stragglers	1805
Captured French "Duguay Trouin"	1805
The blockade of Rochefort	1808
Destruction of French "Italienne," French "Cybele," and French "Calypso"	1808
The attack in Basque Roads	1809
The Walcheren Expedition	1809

The Russian War—	
The Baltic Expeditions	1854-5
The blockade of the coast of Courland	1855



CÆSAR.—Caius Julius Caesar. A great Roman conqueror and statesman. Born about 102 B.C. Died 44 B.C. He conquered the greater part of Gaul, and made two expeditions to Britain. He defeated Pompey, his rival, at the battle of Pharsalia, and as dictator of the Roman Empire introduced innumerable important reforms in all branches of the administration. He was murdered by the members of the strict republican party, who dreaded lest he should make himself king in name, as he was in fact. During his short dictatorship he laid the foundations of the Roman Empire. As an author, he is celebrated for the account he wrote of his Gallic wars and of the Civil war. None of his other works on a variety of subjects has come down to us.

The first "CÆSAR" dates from 1642.

When the fleet in the Downs on July 4th of this year declared for Parliament against King Charles I., the "Cæsar" assisted in coercing the doubtful ships to the cause of Parliament.

The second "CÆSAR" was a 74-gun ship of 1621 tons, laid down at Plymouth.

On March 4th, 1783, the ship having been partially built, the Board of Admiralty directed that the construction was to cease, and that the timbers were to be used for the repairs of other ships.

The third "CÆSAR" (César) was a French 74-gun ship.

On April 12th, 1782, she was captured by the "Centaur," Captain John Nicholson Inglefield, at the battle of Dominica, but she blew up in the evening of the day of the action. Her mizzen topmast is shown falling forward in the above illustration. Her French crew, put under hatchways after the surrender, broke into the spirit room. A soldier dropped a flaming candle into a cask of spirit and the ship was very soon in flames. The "César's" boats were all damaged in the action, and Dr. Blane, Sir George Rodney's doctor, who described it, said the British boats could not get near owing to a solid belt of sharks surrounding the burning ship. The sharks seized all those who were on wreckage or hanging alongside the ship, and made it impossible to approach her. Half-burned to the water's edge the "César" blew up between 10 and 11 P.M. A few Frenchmen were picked up by the boats, but all the remainder, including the entire British prize crew, were lost.

The fourth "CÆSAR" was an 80-gun ship, launched at Plymouth in 1793. She was of 2003 tons, and carried a crew of 719 men. Her length, beam, and draught were 181 ft., 50 ft., and 19 ft.

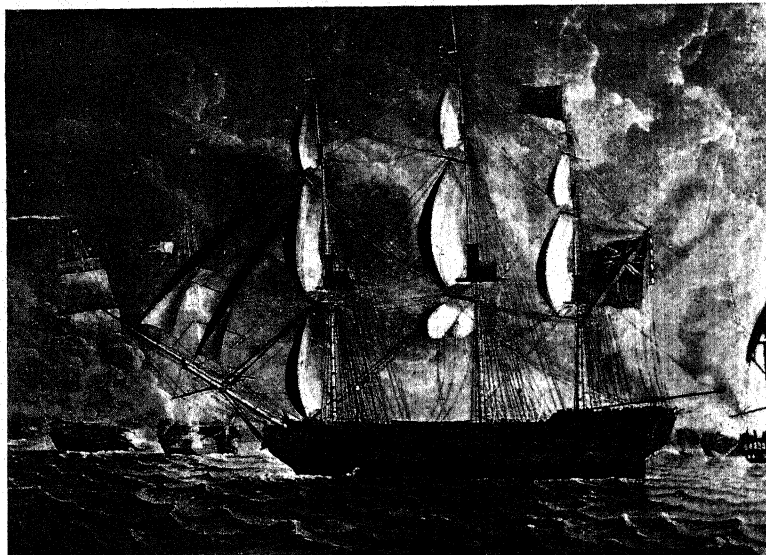


Painted by R. Dodd. * H. B. Inglefield, Esq.
"CENTAUR" RAKES AND CAPTURES "CÆSAR."

THE KING'S SHIPS

CÆSAR

She was the first two-decked 80-gun ship built in England, and a play entitled *The Launch of the Cæsar, or a Trip to Plymouth Dock*, was written to commemorate the event.



After and engraved by R. Dodd.

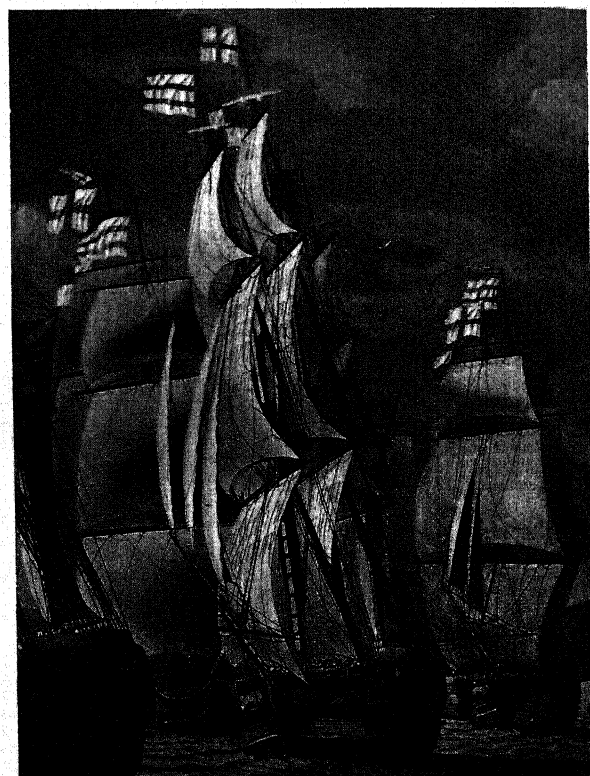
Commander Sir C. L. Cust, Bart., R.N., etc.

THE FOURTH "CÆSAR."

On May 5th, 1794, the "Cæsar," commanded by Captain Anthony James Pye Molloy, was off Ushant in a fleet of 25 ships, 7 frigates, 6 fireships, sloops, and hospital ships commanded by Admiral Earl Howe with his flag in "Queen Charlotte." Until the 28th, Lord Howe searched for the French fleet, which consisted of 26 ships, 7 frigates, and 4 small craft under Rear-Admiral Villaret Joyeuse with his flag in "Montagne." On the 21st the English fleet captured a Dutch convoy, and on the 25th took an American brig and two small French frigates. On the 28th the French fleet was sighted and was at once chased.

A partial action began at 5 P.M., and the "Cæsar" exchanged broadsides with the French van. By 10 P.M. one French ship was disabled with 400 killed and wounded, but was rescued and towed away. On May 29th a further action took place in which the French were severely mauled and the British lost 67 killed and 128 wounded. The "Cæsar" was badly handled during the fight. On June 1st the British stood over to the attack and the action began at 9.30. Howe's fleet for the most part broke through the French line and engaged from leeward. The "Cæsar's" captain behaved badly. He brought to about 500 yards to windward, and did not engage with vigour. He was subsequently tried by court-martial, sheltered himself behind a saving clause in the signal book, but was dismissed his ship. By 11.30 A.M. the action was practically over, and the British had eleven and the French twelve more or less dismasted ships. The British lost 290 killed and 858 wounded, which included 3 captains killed and 3 flag-officers wounded. The "Cæsar" lost 18 killed and 71 wounded in the three days' fighting, and had some 64 shot in the starboard side of her hull. The French lost six ships captured, one sunk, and about 7000 men killed, wounded, or prisoners, on this the Glorious First of June, 1794.

In July 1801 the "Cæsar," commanded by Captain Jahleel Brenton and flying the flag of Rear-Admiral Sir James Saumarez, was at the head of a squadron of six ships and a 10-gun



Engraved by R. Dodd.

Alfred Davies.

FOURTH "CÆSAR" LEAVING GIBRALTAR.

THE KING'S SHIPS

ligger. On July 5th news was received that the French squadron had anchored in the Bay of Algeciras, and Saumarez at once proceeded to the eastward. The day being a Sunday, Divine Service was celebrated before going into action. The appearance of the congregation—proceeding, as they all knew, to engage in battle with the enemy, with the probability that many had but a few remaining hours to live—was solemn and deeply impressive. The crew were all dressed in white, as is customary in warm climates; and being arranged according to their respective divisions on the quarter-deck, with the band and the marines under the poop, and the Admiral and the officers under the poop awning, an effect was produced highly animating, solemn, and appropriate; while the meek, devotional countenance of the well-tried Admiral indicated that he derived his confidence and support from their only true source. The Chaplain gave an excellent dis-



Painted by P. J. de Loutherbourg, R.A.

THE GLORIOUS FIRST OF JUNE.

Royal United Service Institution.

course, appropriate to the occasion, and it cannot be doubted but the impression it made on that eventful day was deep and affecting, however temporary. On July 6th they stood in to the Bay of Algeciras to attack a French and Spanish squadron anchored there under Rear-Admiral Linois, consisting of four ships of the line and fourteen gunboats. At 7.50 A.M. the batteries opened fire on the English ships, which soon anchored abreast of the French, clewed up their sails, and opened a furious action. The "Hannibal" ran ashore, but opened fire with all her guns on the French ships and the Spanish gunboats and batteries. At 11.15 the French ships cut their cables and deliberately warped themselves ashore. In connection with this incident the following lines appeared:—

To mar our skill, fam'd Linois, thou hast found
A certain way, by fighting ships on ground;
Fix deep in sand thy centre, van, and rear,
Nor e'er St. Vincent, Duncan, Nelson, fear.
While o'er the main, Britannia's thunder rolls,
She leaves to thee the trident of the shoals!

At 1.30 the British withdrew with the loss of the "Hannibal." The British had 373 killed, wounded, and missing, exclusive of the men of the "Hannibal." The "Cæsar," which

THE KING'S SHIPS

CÆSAR

contributed 9 killed and 33 wounded to this number, had all her masts more or less damaged, and several shot in her hull. The French



Engraved by C. Turner.

Saumarez

lost 306 killed including 2 captains, and 280 wounded, and five Spanish gunboats were driven on shore. The men of the "Cæsar," while she was refitting at Gibraltar, worked all day and by watch and watch at night to get the ship ready for service.

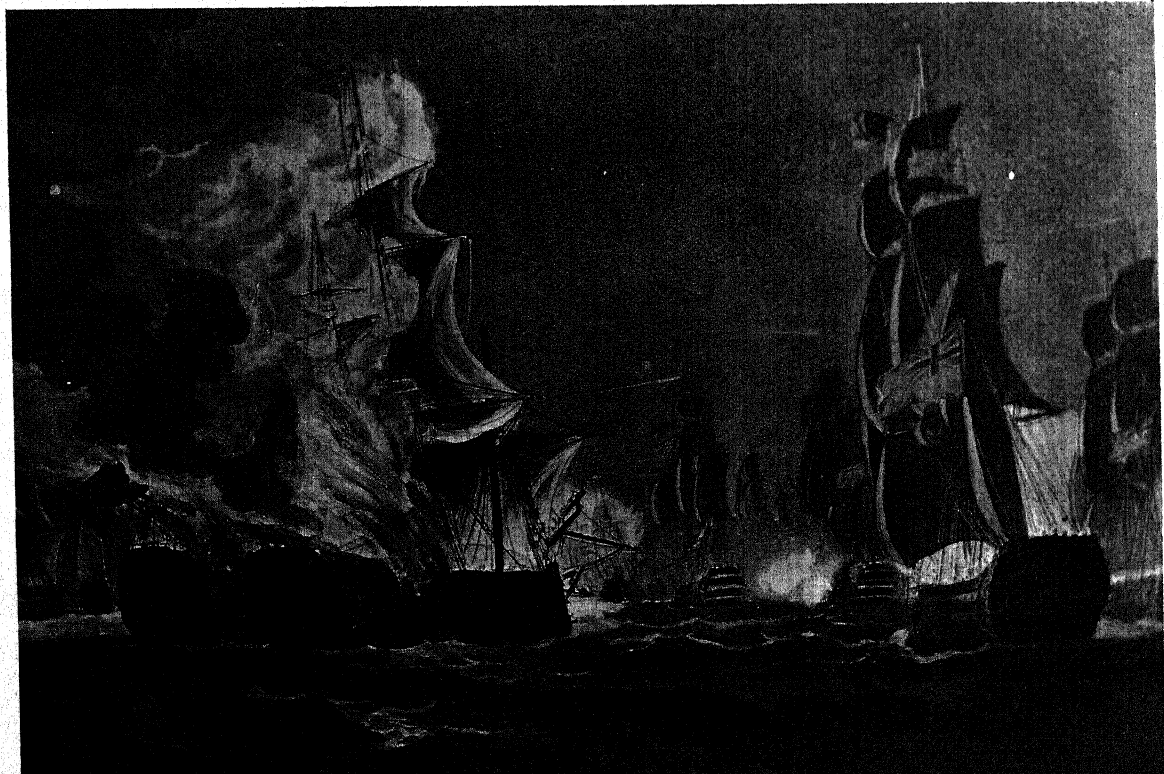
On July 12th, 1801, the "Cæsar," commanded by Captain Jahleel Brenton and flying the flag of Rear-Admiral Sir James Saumarez, hauled out of the Mole at Gibraltar, after an incredibly quick refit. The men were very enthusiastic, the band playing :—

Come cheer up, my lads, 'tis to glory we steer,
To add something new to this wonderful year :
To honour we call you, not press you like slaves,
For who are so free as we sons of the waves ?

*Hearts of oak are our ships,
Jolly tars are our men,
We always are ready,
Steady, boys, steady,
We'll fight and we'll conquer again and again.*

which was answered by the military band on the molehead with Henry Purcell's :—

Britons, strike home ! revenge, revenge your country's wrong !
Fight ! fight and record,
Fight ! fight and record yourselves in Druid's song !
Fight ! fight and record,
Fight ! fight and record, record yourselves in Druid's song.



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

SAUMAREZ IN THE STRAITS OF GIBRALTAR.

THE KING'S SHIPS

She proceeded amidst the cheers and acclamations of the garrison and assembled population, and placed herself at the head of a British and Portuguese squadron of nine ships. The Franco-Spanish fleet to which they were opposed consisted of 13 ships under Vice-Admiral Moreno and Rear-Admiral Linois. The British chased and an action began at 11 P.M. A gale sprang up at midnight, and by this time one French ship had surrendered, and two Spanish 112-gun ships had caught fire and blown up. The fight continued until 7 A.M., when the "Venerable" was dismasted and subsequently ran ashore. Sir James Saumarez was made a K.B. and given a pension of £1200 a year, while the fleet received the thanks of the Houses of Parliament for this victory over a superior force.

From 1803 to 1805 the "Cæsar," commanded by Captain Sir Richard John Strachan, took part in the famous blockade of Brest, under Admiral the Hon. William Cornwallis.



After T. Whitcombe. Engraved by J. Jeakes.

A. Ackermann.

STRACHAN'S ACTION WITH TRAFALGAR STRAGGLERS.

On August 22nd, 1805, the "Cæsar," in the fleet commanded by Admiral Cornwallis, stood in to attack a French fleet lying in Brest under Rear-Admiral Willaumez. An action began at 9.30 A.M., the batteries on shore assisting the French who were now under way. At 11.30 A.M., the French having declined to come out beyond the protection of their shore batteries, the British hauled off with a loss of 3 killed (all on board the "Cæsar") and 8 wounded, which included Admiral Cornwallis. The British ships were much cut about aloft, and the French lost about 20 killed and wounded.

In November 1805 the "Cæsar," commanded by Captain Sir Richard Strachan, was at the head of a squadron of eight vessels. On the 3rd they sighted four French ships endeavouring to make their way home after their defeat at Trafalgar. They were brought to action at 12.15 P.M. on the 4th. The "Cæsar" attacked the "Duguay Trouin" and received considerable damage. By 3.30 P.M. all four of them had surrendered with a loss of 750 killed and wounded. This action formed a very creditable pendant to Trafalgar. The British lost 24 killed and 111 wounded, to which the "Cæsar" contributed 4 killed and 25 wounded, the highest loss on the British side. Sir Richard Strachan was made a K.B., and the fleet received the thanks of Parliament.

In January 1808 the "Cæsar," commanded by Captain Charles Richardson and flying

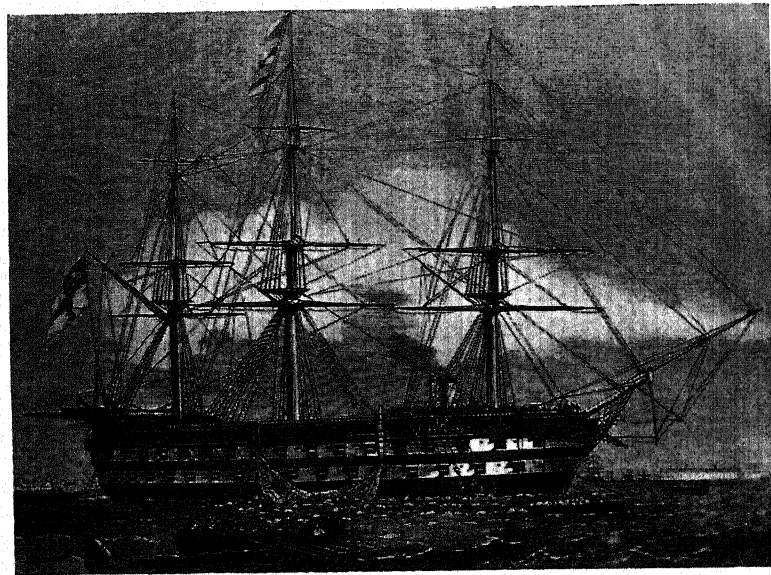
THE KING'S SHIPS

CÆSAR

the flag of Rear-Admiral the Hon. Robert Stopford, was engaged in the blockade of Rochefort, and on several occasions chased French ships and squadrons.

On February 24th, 1808, the "Cæsar," assisted by four other vessels, chased the French 40-gun frigates "Italienne," "Calypso," and "Cybèle," and drove them into Sables d'Olonne, where they were protected by batteries. The British stood in and attacked under a heavy fire from frigates and batteries, and in an hour had set the "Italienne" and "Cybèle" on fire. Shortly afterwards the "Italienne," "Calypso," and "Cybèle" were driven ashore, where they became total wrecks with a loss of 24 killed and 51 wounded. The "Cæsar" suffered somewhat aloft, but had no one hurt. The British lost 3 killed and 31 wounded.

On March 17th, 1809, the "Cæsar," commanded by Captain Charles Richardson, and flying the flag of Rear-Admiral the Hon. Robert Stopford, anchored off Basque Roads to attack the French fleet lying within, in a fleet of 60 sail in all, commanded by Admiral Lord Gambier with his flag in "Caledonia." A few days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the Admiralty to command an attack by means of fireships and explosion vessels. On April 10th twelve fireships arrived, and on the following



From a contemporary "Illustrated London News."
THE EIGHTH "CÆSAR."

day, accompanied by some explosion vessels, they made sail towards the harbour, and broke the boom under a heavy fire. One of these fireships was commanded by Lieutenant Henry Jones of the "Cæsar." The French fell into a great panic, and cut their cables, and by midnight all except two had run ashore. In the morning Captain Lord Cochrane signalled to Lord Gambier that if half the fleet could be sent in, the enemy would be completely destroyed. Lord Gambier did not comply with the request. The attack was renewed, and the two remaining French vessels ran ashore in endeavouring to escape. In spite of repeated signals Lord Gambier failed to send

adequate support, but by 8 P.M. two French vessels had been captured, and two were blown up. On the following day Lord Cochrane continued the attack, and on the 14th Lord Cochrane was recalled by Lord Gambier. He returned to England, where he intimated that from his seat in Parliament he would oppose the passage of a vote of thanks to the Commander-in-Chief. Lord Gambier demanded a court-martial, and was fortunate in being acquitted, and eventually receiving the thanks of both Houses of Parliament. Napoleon said that the French admiral was a fool, and the English Commander-in-Chief no better, also that Lord Gambier had not properly supported Lord Cochrane. Captain Lord Cochrane was made a K.B., and several officers were promoted. The British lost only 8 killed and 24 wounded.

On July 28th, 1809, the "Cæsar," commanded by Captain Charles Richardson, sailed from the Downs in a fleet of 246 men-of-war of various kinds, commanded by Rear-Admiral Sir Richard Strachan with his flag in "Venerable." Four hundred transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde and at Antwerp; to demolish the dockyards at Flushing, Antwerp, and Ter Neuze, and to render the Schelde no longer navigable for large French ships. This affair was of a military rather than a naval character. The fleet assisted by bombarding, and a Naval Brigade under Captain Richardson of the "Cæsar" attacked and compelled the surrender of the Island of Walcheren, by means of guns and Congreve rockets.

THE KING'S SHIPS

The ships also took part in the bombardment, siege, and capture of Flushing. But the Earl of Chatham was fonder of his own personal comfort than of work. He was both lazy and incompetent, and he quarrelled perpetually with the Rear-Admiral :—

The Earl of Chatham, with his sabre drawn,
 Stood waiting for Sir Richard Strachan ;
 Sir Richard, longing to be at 'em,
 Stood waiting for the Earl of Chatham.

After the Island of Walcheren with its batteries, basins, and arsenals had been reduced the British forces withdrew.

In 1813 this vessel was made an army clothing ship at Plymouth, and she was broken up in 1821.

The fifth "CÆSAR" was a French 16-gun brig sloop with a crew of 70 men.

She was taken at the mouth of the Gironde on July 15th, 1806, by the boats of a British squadron of eight vessels under Lieutenant Edward Reynolds Sibley.

In March 1807 the "Cæsar" was wrecked and lost off the Gironde, 25 lives being lost.

The sixth "CÆSAR" was a French 4-gun privateer.

On October 25th, 1807, she was taken from under the Otranto batteries by the boats of the "Herald," Commander George Honey.

The seventh "CÆSAR" was a Spanish 4-gun xebec privateer.

She was taken on November 4th, 1810, by the boats of the "Blossom" sloop, Commander William Stewart, off Cape Sicié.

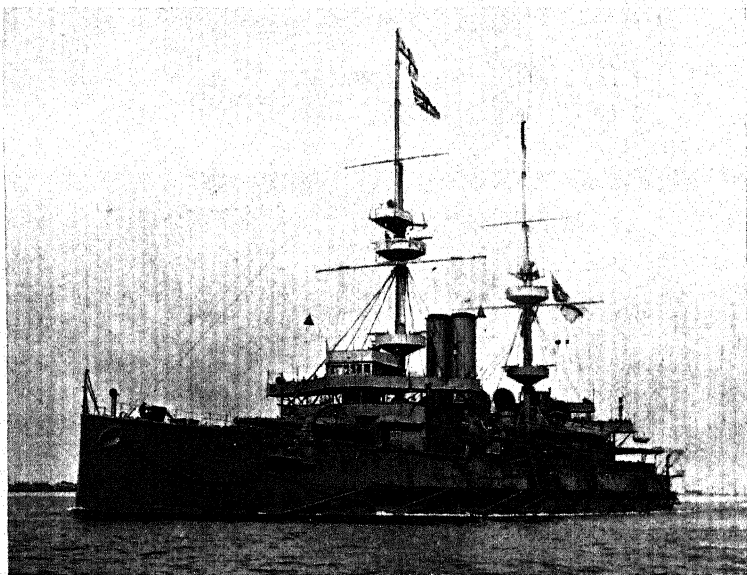
The eighth "CÆSAR" was a 91-gun screw ship of 2767 tons, launched at Pembroke in 1853. She was of 400 horse-power, and her length, beam, and draught were 207 ft., 56 ft., and 18 ft.

In March 1854 the "Cæsar," commanded by Captain John Robb, sailed for the Baltic directly war with Russia was imminent, and joined the British fleet, commanded by Vice-Admiral Sir Charles Napier with his flag in "Duke of Wellington." However, the "Cæsar" took part in no affair of note.

In 1855 the "Cæsar," commanded by Captain John Robb, was again in the Baltic in the fleet commanded by Rear-Admiral the Hon. R. S. Dundas, but she played no important part.

In 1870 the "Cæsar" was sold for £8894.

The ninth "CÆSAR" is a 16-gun twin-screw battleship, launched at Portsmouth in 1896. She is of 14,900 tons, 12,000 horse-power, and 17 knots speed. Her length, beam, and draught are 390 ft., 75 ft., and 27 ft.



From the photograph by Ernest Hopkins,
 THE NINTH "CÆSAR."

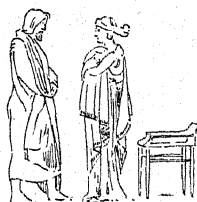
CALYPSO

The Wars of the French Revolution and Empire—

Action with Spanish squadron in West Indies . . . 1799
 Captured French "Diligente" 1800

Actions with French invasion flotilla off Cape

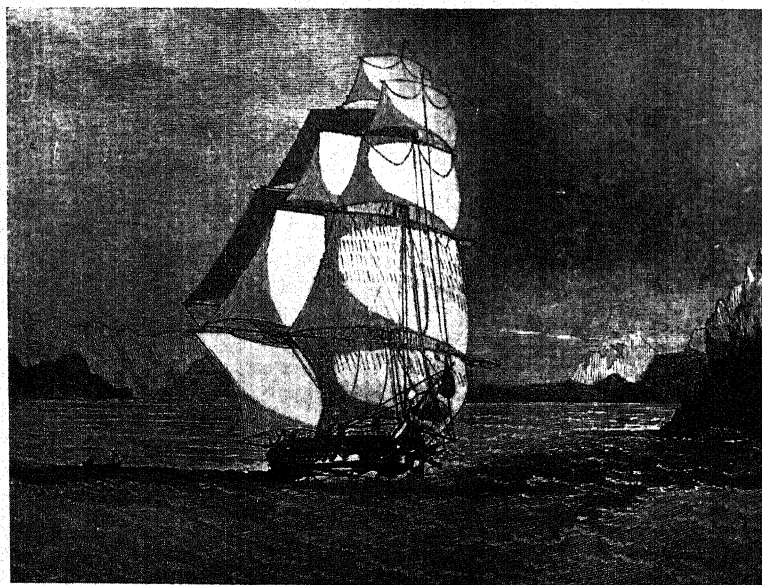
Gris-Nez 1805
 Action with Danish ships off Mardö 1812
 Operations in Fiji Islands 1848



CALYPSO.—In Greek legend one of the Oceanides, who reigned in the Island of Ogygia, supposed to have been Malta. The story is told in Homer's *Odyssey*. Ulysses being shipwrecked on her coasts, Calypso became enamoured of that hero, and succeeded in detaining him in her island for seven years, by promising him immortality if he would remain and marry her. When Ulysses quitted her by order of the gods to return to his wife Penelope, Calypso died of grief.

The first "CALYPSO" was a 16-gun sloop, launched on the river Thames in 1783. She was of 342 tons, and carried a crew of 125 men. Her length, beam, and draught were 101 ft., 28 ft., and 10 ft.

On November 15th, 1799, the "Calypso," commanded by Commander Joseph Baker, in company with the "Crescent," was escorting a convoy in the West Indies, and fell in with three Spanish ships of superior force. The "Calypso" reconnoitred the enemy and assisted in the defence of the convoy with such success that two of the Spaniards were driven off, and one was captured.



Commander William E. Miller, R.N.

THE SIXTH "CALYPSO."

On April 13th, 1800, a boat from the "Calypso," in charge of Master Buckley with ten men, gallantly boarded and captured the French 6-gun ship "Diligente," which had a crew of 39 men, off Cape Tiberon in the West Indies.

In August 1803 the "Calypso," commanded by Commander William Venour, was run down in the Atlantic by one of her own convoy and was lost with all hands.

The second "CALYPSO" was an 18-gun sloop, launched on the Thames in 1805. She was of 382 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 30 ft., and 11 ft.

On July 18th, 1805, the "Calypso," commanded by Commander Matthew Forster, and accompanied by several smaller vessels, attacked, between Calais and Ambleteuse, a French flotilla destined for the invasion of England. The British succeeded in driving six vessels ashore, but were then driven off by the French batteries at Cape Gris-Nez. The British ships lost 5 killed and 27 wounded, including Commander Forster.

On July 6th, 1812, the "Calypso," commanded by Commander Henry Weir, being in

company with three other vessels, discovered a Danish squadron inside some rocks off Mardø on the coast of Norway, consisting of one frigate, three sloops, and some gunboats. At 8 P.M. an engagement began and it continued with great warmth until about 3 A.M., by which time several of the enemy's ships were sunk, burned, or destroyed. The British lost 9 killed, 35 wounded, and 2 missing. The Danes, however, lost 300 officers and men killed or wounded. Commander Weir was made a post-captain for this service.

In 1821 the "Calypso" was broken up.

The third "CALYPSO" was a small 1-gun gunboat, captured from the French off Cape Otranto on January 6th, 1813, by the "Bacchante" and "Weazel."



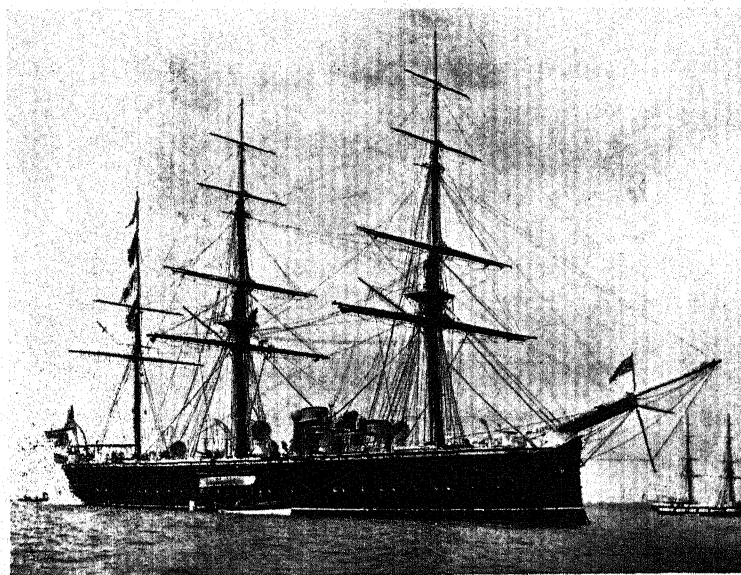
From an old painting.

Admiral John F. G. Grant.

THE SEVENTH "CALYPSO."

The fourth "CALYPSO" was a vessel launched at Chatham in 1826. She was of 233 tons.

In February 1833 the "Calypso," commanded by Lieutenant Richard Peyton, foundered and was lost with all hands between Halifax and England.



From the photograph by Ernest Hopkins.

THE EIGHTH "CALYPSO."

The fifth "CALYPSO" was a 10-gun brig sloop, launched at Woolwich in 1827. She was of 235 tons, and carried a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 8 ft.

While she was yet building her name was changed to "Hyena."

The sixth "CALYPSO" was a 20-gun corvette, launched at Chatham in 1845. She was of 734 tons, and carried a crew of 195 men. Her length, beam, and draught were 120 ft., 38 ft., and 13 ft.

In 1848 the "Calypso" reduced the town of Ngunduvan in the Fiji Islands. This vessel became a receiving hulk at Portsmouth, and was broken up in 1865.

The seventh "CALYPSO" was a ship which was made into a receiving hulk at Portsmouth in 1870.

THE KING'S SHIPS

CALYPSO

She was an old fifth-rate which had been launched at Deptford in 1819 as the "Blonde," and renamed for her new duties. She was of 1653 tons, and was named "Calypso" in 1870. In 1895 this vessel was sold.

The eighth "CALYPSO" is a 10-gun screw corvette, launched at Chatham in 1883. She is of 2770 tons, 4000 horse-power, and 14 knots speed. Her length, beam, and draught are 235 ft., 44 ft., and 21 ft.

After many years' service in the training squadron, this vessel became a Royal Naval Reserve drill ship at Newfoundland.



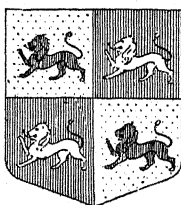
From an enlargement by H. J. Symonds.
THE EIGHTH "CALYPSO" CHASING.

CAMBRIAN

The Wars of the French Revolution and Empire—

Assisted to capture French "Dragon"	1800
Captured Spanish "Maria"	1805
Captured French "Matilda"	1805
Action with Spaniards on coast of Florida	1805
Banned by the United States	1806
Gambier's bombardment of Copenhagen	1807
Action at Palamos in Catalonia	1810

The battle of Navarino	1827
Destruction of Greek vessels at Grabusa	1828
The first China War—	
Minor part only	1839-42
The second China War—	
Action with junks at Lingting	1858
The capture of the Taku Forts	1860

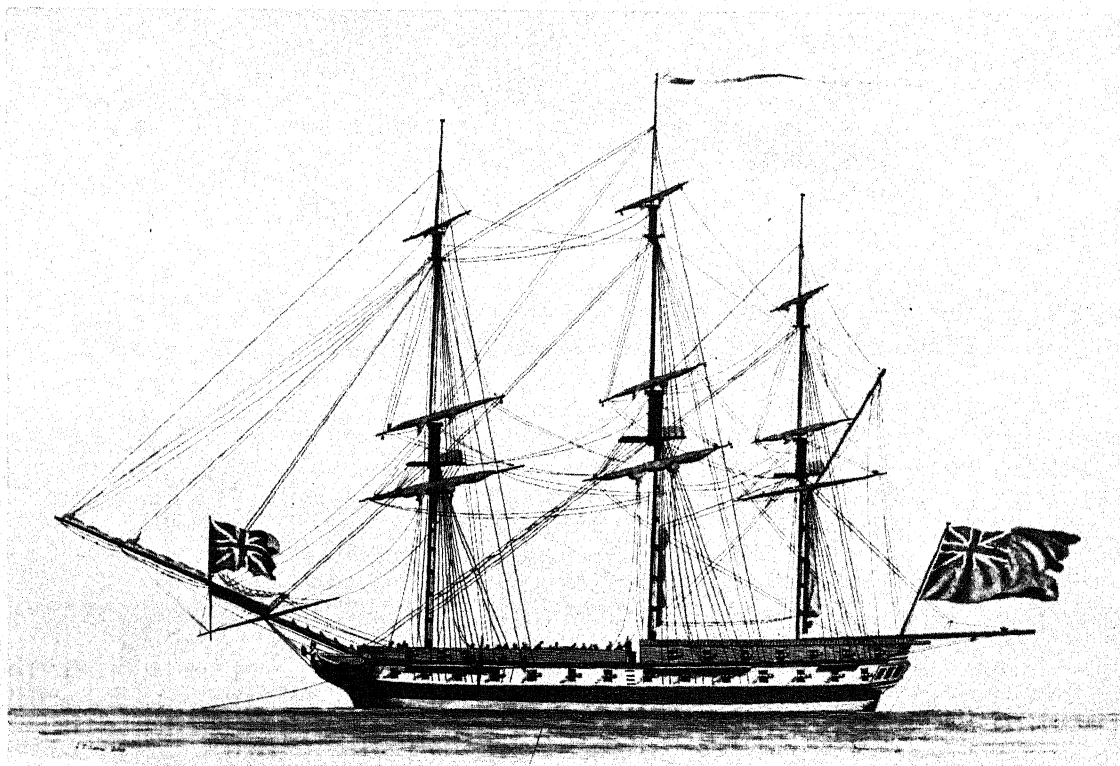


CAMBRIAN.—An inhabitant of ancient Wales, the "Britannia Secunda" of the Romans. "Cambria" is derived from "Cymry" or "Kymry," the name by which the Welsh have always called themselves.

The first "CAMBRIAN" was a 40-gun frigate, launched at Burlesdon in 1797. She was of 1160 tons, and carried a crew of 320 men. Her length, beam, and draught were 154 ft., 41 ft., and 15 ft.

On May 5th, 1800, the "Cambrian," while in company with the "Fishguard," captured the French 14-gun sloop "Dragon" in the English Channel.

On June 13th, 1805, the boats from the "Cambrian," Captain John P. Beresford, proceeded to the south-east of Bermuda, and boarded and captured the Spanish privateer



After J. T. Serres. Engraved by F. Swaine.

THE FIRST "CAMBRIAN."

T. H. Parker, Brothers.

THE KING'S SHIPS

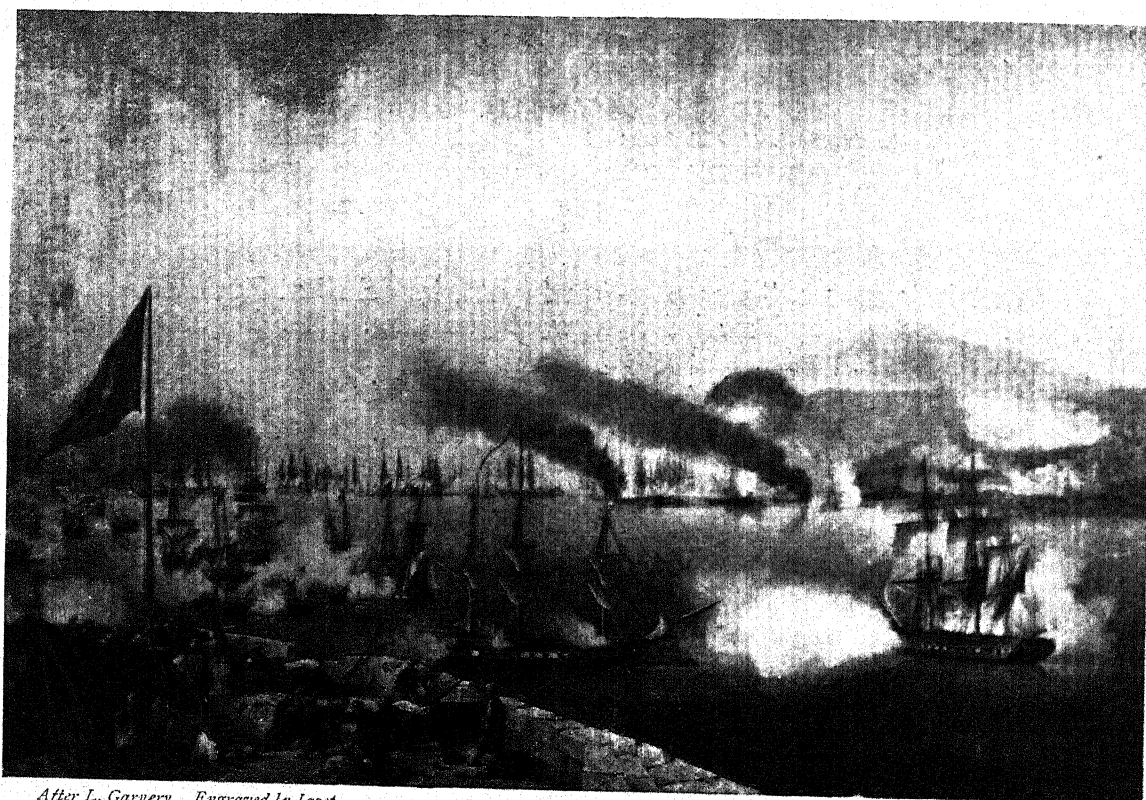
CAMBRIAN

"Maria," and on July 3rd the "Cambrian" captured the French 10-gun privateer "Matilda" on the Florida coast.

A crew from the "Cambrian" were then put on board the "Matilda," which proceeded up the river St. Mary on the Florida coast, and destroyed a trio of Spanish vessels. The Spaniards lost 25 killed and 22 wounded, while the "Cambrian's" loss was 2 killed and 14 wounded, among the latter being Lieutenant Hugh Pigot, the commanding officer.

In 1806 the "Cambrian" was forbidden by the United States Government to enter American ports. This ban arose from the "Cambrian" being in company with the "Leander" when the first lieutenant of the "Leander" fired at an American coaster inside the three-mile limit. The captain of the "Leander" was dining on board the "Cambrian" at the time.

In 1807 the British Government observed that Napoleonic scheming tended to coerce



After L. Garnery. Engraved by Jazet.

BATTLE OF NAVARINO.

Royal United Service Institution.

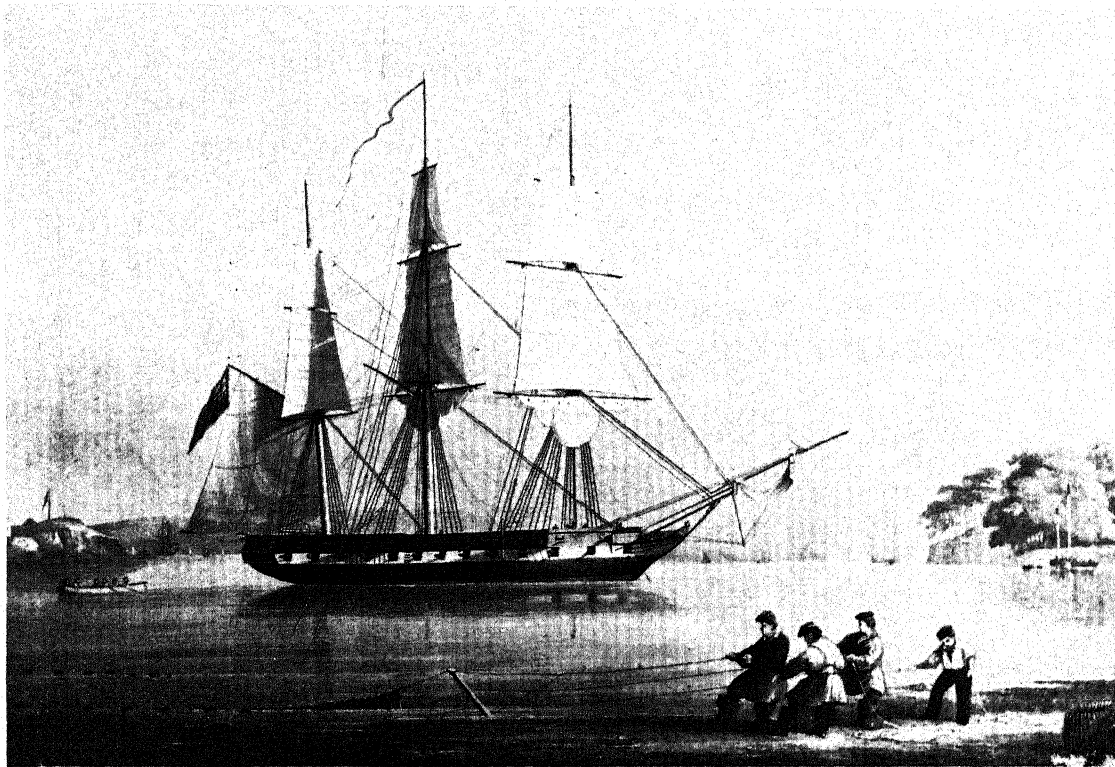
Denmark into hostility against England. Accordingly a fleet of sixty-five vessels under Admiral Gambier, with his flag in "Prince of Wales," was despatched against Denmark, and they anchored about four miles from Copenhagen in August, and established a blockade. The "Cambrian," commanded by Captain the Hon. Charles Paget, accompanied the fleet. A large army of men under General Lord Cathcart laid siege to the city of Copenhagen. On August 23rd a flotilla of twenty-eight small bombs, mortar boats, and gunbrigs attacked Copenhagen from seaward, while the army got ready their batteries against the town. After much firing and bombardment the Danes capitulated on September 7th, and surrendered their entire fleet of seventy vessels to the English. The big ships took no part in the engagement, but the "Cambrian" was continuously employed, and on September 8th took a Danish battleship with a view to fitting her out. The naval loss in the small vessels was only 4 killed and 13 wounded, while the Army lost about 200 killed, wounded, and missing. The fleet received the thanks of Parliament; Admiral Gambier was raised to the Peerage, and Vice-Admiral Stanhope was given a Baronetcy. Captain Paget took the Commander-in-Chief's duplicate despatches to England, making the passage home in a brig.

On December 13th, 1810, the "Cambrian," commanded by Captain Francis William Fane, was one of a squadron of five vessels under Captain Thomas Rogers in "Kent."

THE KING'S SHIPS

The boats, under Captain Fane, with 350 seamen, 250 marines, and two guns proceeded to attack a French armed convoy of eleven vessels covered by batteries in the harbour of Palamos, Catalonia. The landing party captured the batteries, spiked the mortars, threw the guns into the sea, and blew up the magazine. The victors were then foolish enough to return through the town, and were subjected to a murderous fire from men concealed in houses. The British lost 33 killed, 89 wounded and 87 missing, Captain Fane being among the prisoners.

On October 20th, 1827, the "Cambrian," commanded by Captain Gawen William Hamilton, was one of a combined Anglo-French-Russian fleet of twenty-seven vessels in all, commanded by Vice-Admiral Sir Edward Codrington with his flag in "Asia." On this day they stood into Navarino harbour in Messenia to restrict the movements of a Turkish-Egyptian fleet of eighty-nine men-of-war. The enemy very soon opened fire, and the action became



After N. M. Condy. Lithographed by T. G. Dutton.

THE SECOND "CAMBRIAN."

T. H. Parker, Brothers.

general as the allies moored with springs on both anchors. The Turks behaved with great bravery, but their fate was sealed, and they lost 60 ships destroyed, and about 4000 men killed and wounded in a very short time. The allies suffered considerably in the hulls and aloft, and lost 181 killed and 470 wounded, to which the British contributed 80 killed and 206 wounded. 'The "Cambrian,"' wrote Sir Edward Codrington, 'effectually destroyed her opponent and assisted to silence the batteries.' She lost 1 killed and 1 wounded. Sir Edward Codrington was made a G.C.B., all commanders and first lieutenants were promoted, and all commanders and captains who had not previously held the C.B. were rewarded with that honour.

On January 31st, 1828, the "Cambrian," commanded by Captain Gawen Hamilton, in company with the "Isis" flying the broad pennant of Commodore Sir Thomas Staines, and five other Anglo-French vessels, anchored off Grabusa. The Commodore at once demanded the surrender of fourteen Greek vessels and their two prizes which were lying at that port. No satisfactory reply having been received, all sixteen vessels were fired into and sunk.

Unfortunately when retiring from Grabusa the "Isis" fouled the "Cambrian" in the narrow channel. The "Cambrian" paid off on the wrong tack, and fell broadside on to a reef of rocks, where she became a total wreck, though her crew were saved. In the efforts

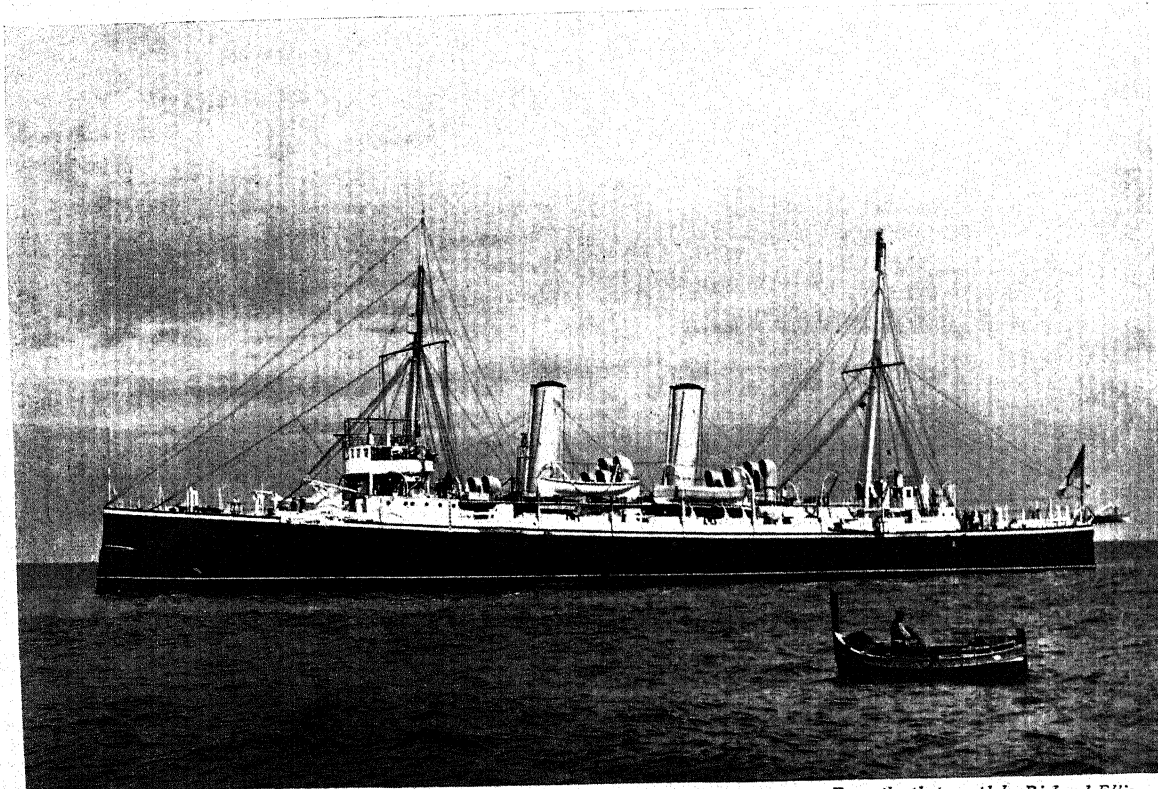
to save the ship Commander Cotton of the "Zebra" exerted himself so violently and continuously as to bring on brain fever, from which he died.

The second "CAMBRIAN" was a 36-gun frigate, launched at Pembroke in 1841. She was of 1625 tons, and carried a crew of 305 men. Her length, beam, and draught were 160 ft., 49 ft., and 16 ft.

Between 1839 and 1842 the "Cambrian," commanded by Captain Henry Ducie Chads, was employed on the China station during the first China war. She played only a passive part, and was not granted the medal.

In 1858 the "Cambrian" was employed in the second China war.

On August 22nd, 1858, the "Cambrian," with the "Surprise" in company, sent her boats



THE THIRD "CAMBRIAN."

From the photograph by Richard Ellis.

to attack a number of heavily armed piratical junks under Lingting Island, near Hongkong. The enemy opened fire with canister, grape, and stinkpots, but the boats pushed on, and after an action lasting only a couple of hours, nine junks were destroyed and seven were carried to Hongkong.

In August 1860 the boats from the "Cambrian" joined a fleet of eleven ships under Rear-Admiral Lewis Tobias Jones with his flag temporarily in "Dove," which co-operated with the allied British and French troops—20,000 strong—in the attack and capture of the Taku Forts. The Naval work consisted of bombarding the forts and clearing the boom obstructions in the river. The ships suffered no casualties, but the marines on shore, who behaved with their accustomed brilliancy, lost 1 killed and 29 wounded.

In 1892 the "Cambrian" was sold.

The third "CAMBRIAN" is a 10-gun twin-screw cruiser, launched at Pembroke in 1893. She is of 4360 tons, 9000 horse-power, and 19 knots speed. Her length, beam, and draught are 355 ft., 56 ft., and 21 ft.

CANOPUS

The Wars of the French Revolution and Empire—

The blockade of Toulon	1803
Action with French squadron off Cape C��pet	1804
Nelson's search for Villeneuve in the Mediterranean	1805
Nelson's search for Villeneuve in the West Indies	1805
The blockade of Cadiz	1805-6
Duckworth's action off San Domingo	1806

Assisted to capture French "Presidente"	1806
Reconnaissance of the Dardanelles	1806
Duckworth's passage of the Dardanelles	1807
Operations at Ischia, Procida, Cape Miseno, and Pozzuoli Bay	1809
Martin's action with French squadron	1809

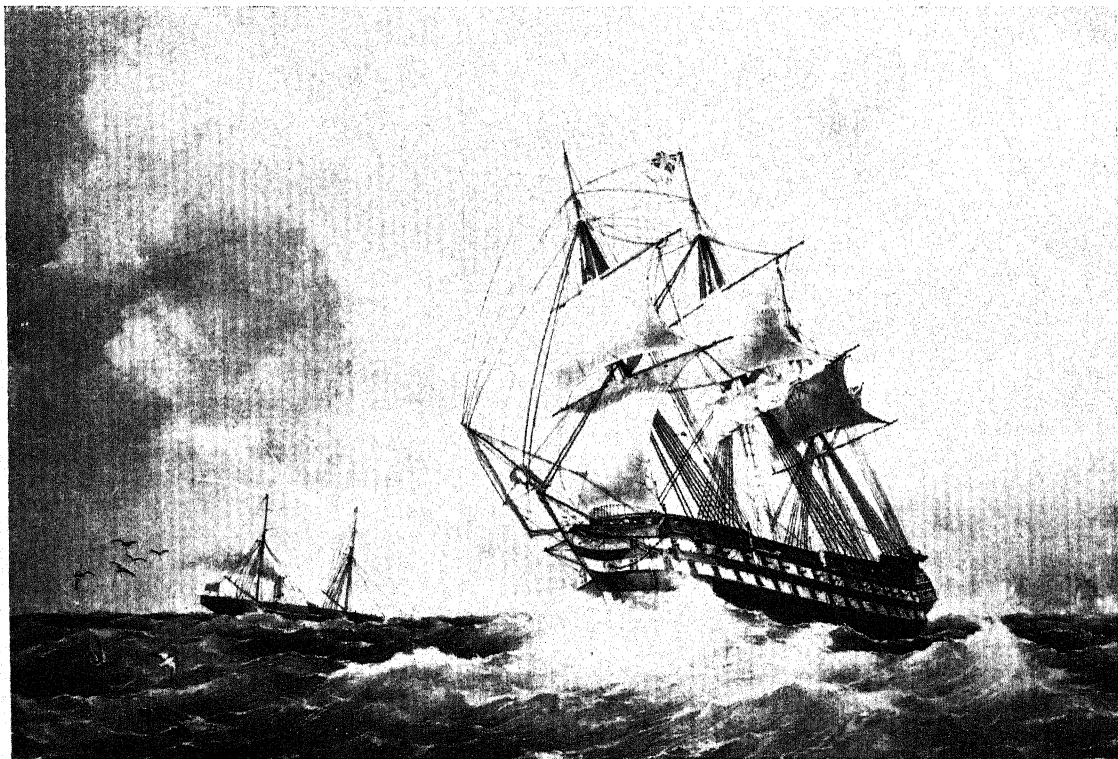


CANOPUS.—In ancient geography a town of Lower Egypt, on the Bay of Aboukir, a hundred and twenty stadia, or fifteen miles, to the east of Alexandria. It contained a very popular shrine of the god Serapis; and was the seat of the manufacture of henna, the scarlet dye with which Eastern women colour their nails. The town was notorious for its dissoluteness; and as Alexandria rose into eminence, Canopus gradually declined. Canopus, the pilot of Menelaus, is said to have died in Egypt and to have given his name to the town. All that remains is a heap of ruins. Canopic vases (Canopi), manufactured at Canopus, were jars to hold the viscera removed from mummies. They were closed with lids bearing the heads of the four sons of Osiris, to whose protection the viscera were committed.

A star which ranks next to Sirius in brilliancy, and distant from it $36\frac{1}{2}^{\circ}$. It is considered that Canopus is brighter than 2500 suns.

The first "CANOPUS" was an 80-gun ship of 2257 tons. Her length, beam, and draught were 198 ft., 51 ft., and 23 ft. She carried a crew of 718 men.

She was originally the French "Franklin" and was captured from the French at the battle of the Nile on August 1st, 1798. Having most gallantly fought four English ships, and having been set on fire by the debris of "Orient," which had shortly before blown up close to



Painted by H. H. Luscombe.

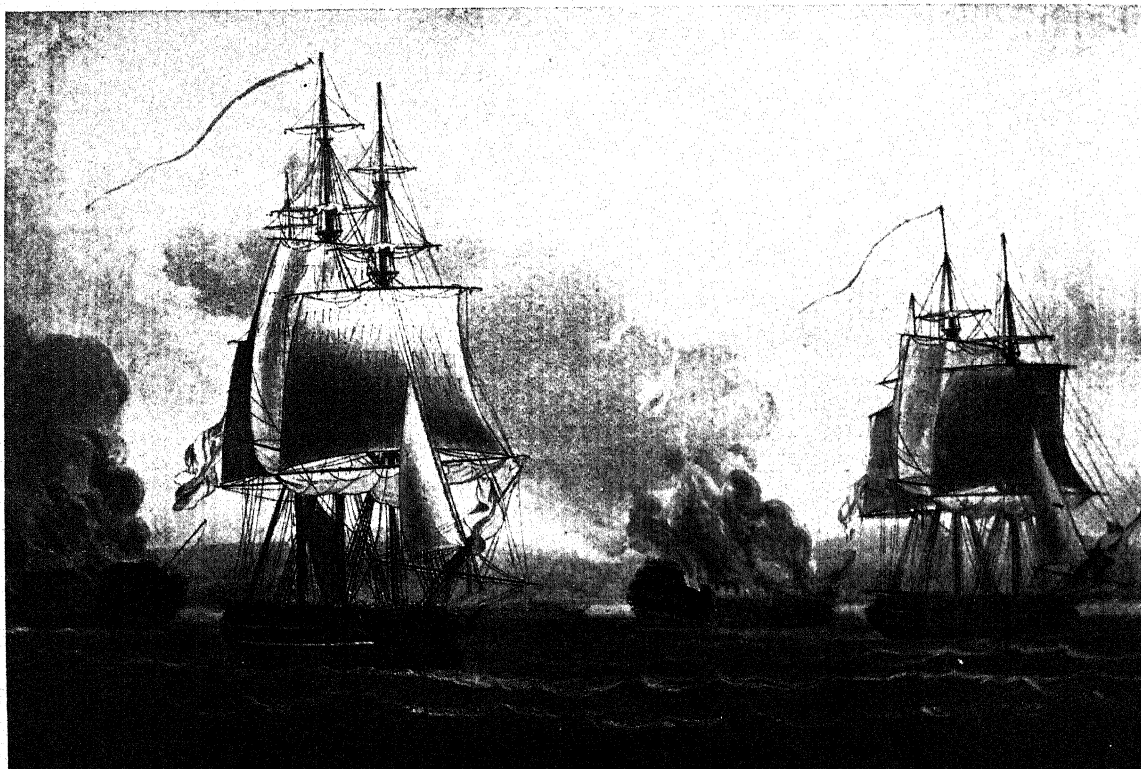
Commander Robert Jukes Hughes, R.N.

THE FIRST "CANOPUS."

her, she struck her colours to the "Defence" and "Swiftsure" after having lost her main and mizzenmasts. She was commissioned in the British service soon afterwards by Captain Bartholomew James, and at the suggestion of Rear-Admiral Sir Horatio Nelson was named "Canopus."

In 1803 the "Canopus," commanded by Captain John Conn and flying the flag of Rear-Admiral George Campbell, joined Lord Nelson in the blockade of Toulon.

On May 24th, 1804, the "Canopus," commanded by Captain John Conn and flying the flag of Rear-Admiral Campbell, with the "Donegal" and "Amazon" in company, was attacked off Cape Cépet by a number of French gunboats, two French ships of the line, and two frigates out of Toulon. Rear-Admiral Campbell, after having engaged for some time, very wisely retired before such a superior force.



After T. Whitcombe. Engraved by T. Sutherland.

DUCKWORTH OFF SAN DOMINGO.

A. Ackermann.

In January 1805 the "Canopus," commanded by Captain John Conn, was one of a fleet of eleven ships and two frigates commanded by Vice-Admiral Lord Nelson with his flag in "Victory."

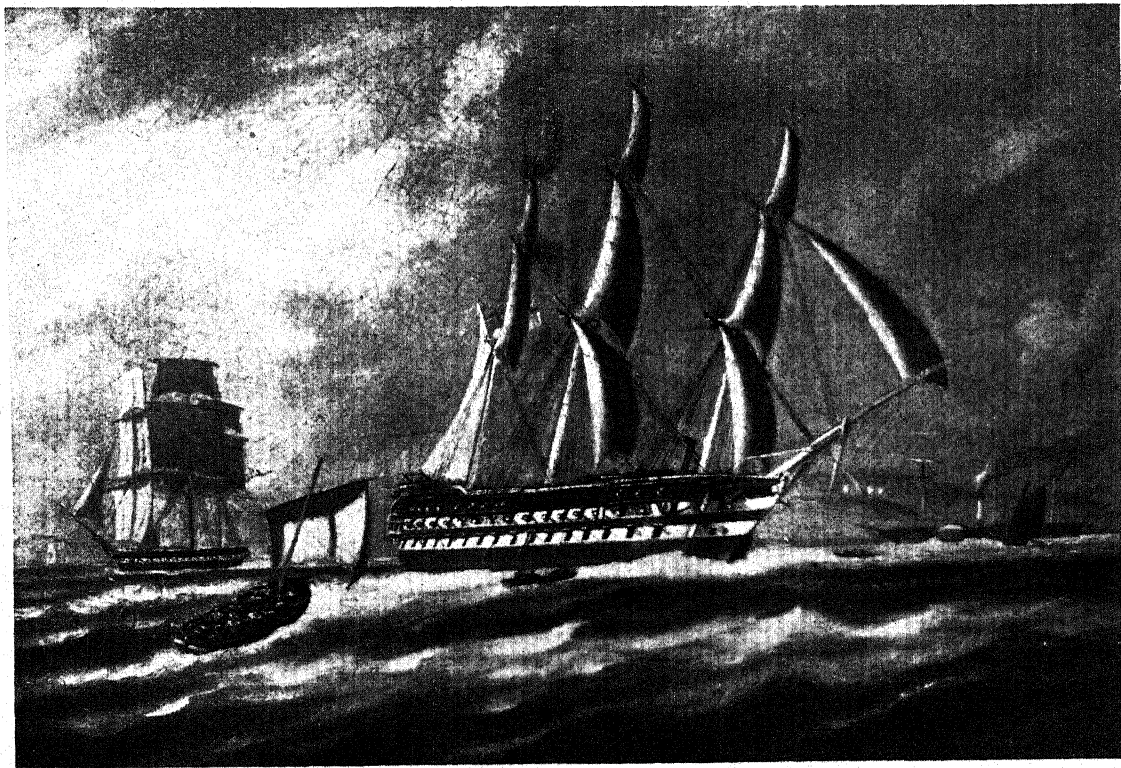
On January 19th they proceeded in chase of the French fleet which had escaped from Toulon with 11 ships, 7 frigates, and 2 brigs. On February 4th they reached the Egyptian coast, but having failed to find the enemy they sailed for Malta, and then reached Pulla Road, Cagliari. On March 12th they arrived off Toulon and resumed the blockade.

On April 30th, 1805, the "Canopus," commanded by Captain Francis William Austin, and flying the flag of Rear-Admiral Thomas Louis, was off Gibraltar in a fleet commanded by Lord Nelson. On May 7th the fleet of thirteen ships sailed and reached Lagos Bay on the 10th. On the 12th they crowded sail to the westward in chase of the French fleet which, under Vice-Admiral Villeneuve, had gone to the West Indies. The English arrived at Barbados on June 4th, visited Grenada and Antigua, failed to find the French, and arrived at Gibraltar on July 19th.

The "Canopus" then took part in the blockade of Cadiz under Vice-Admiral Collingwood, and Vice-Admiral Lord Nelson, but was detached to Gibraltar to get provisions for the fleet,

unfortunately missed the battle of Trafalgar, and rejoined Vice-Admiral Collingwood off Cadiz nine days after the battle. She subsequently proceeded to the West Indies in a fleet of eleven ships commanded by Vice-Admiral Sir John Duckworth with his flag in "Superb."

On February 6th, 1806, the "Canopus," commanded by Captain Francis William Austin and flying the flag of Rear-Admiral Thomas Louis in Vice-Admiral Sir John Duckworth's fleet of eleven sail, attacked a French squadron of nine vessels off San Domingo. A running action began at 10.10 A.M. and finished at 11.30, when the French admiral with one other vessel ran his ship ashore. Both vessels were subsequently burned. Three French ships were captured in addition, and the enemy lost about 1800 killed and wounded. The British lost 74 killed and 264 wounded, and the ships were badly knocked about. The "Canopus" dis-



Painted by Admiral G. H. P. White.

THE FIRST "CANOPUS."

Commander Robert Jules Hughes, R.N.

tinguished herself and lost 8 killed and 22 wounded. The fleet was voted the thanks of Parliament. Sir John Duckworth received no reward, but Rear-Admiral Louis was made a Baronet, and Rear-Admiral the Hon. A. Cochrane was made a K.B. Mr. John Pearce, the first lieutenant of the "Canopus," was promoted to commander.

The "Canopus" then returned to the blockade of Cadiz.

On September 27th, 1806, the "Canopus," commanded by Captain F. W. Austin, and flying the flag of Rear-Admiral Sir Thomas Louis, assisted the "Dispatch" to capture the French 40-gun frigate "Présidente" in the Bay of Biscay.

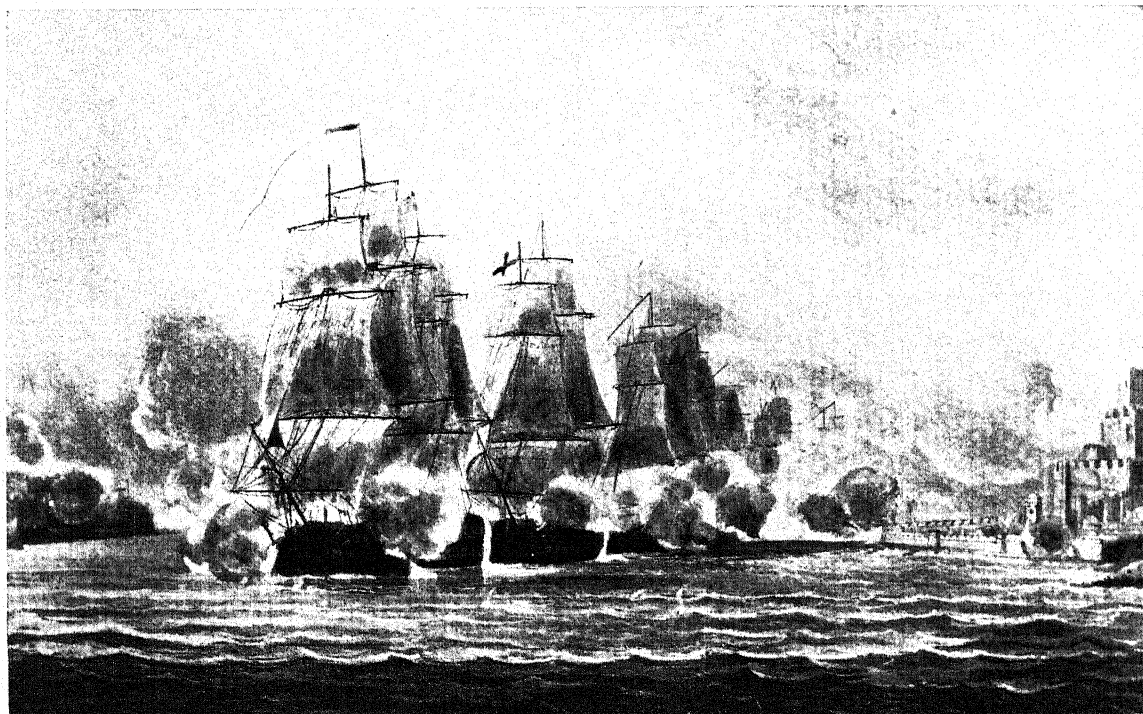
On November 2nd, 1806, the "Canopus," commanded by Captain Thomas George Shortland, and flying the flag of Rear-Admiral Sir Thomas Louis, reconnoitred the Dardanelles in case it should be necessary to force a passage to Constantinople. On November 23rd, in view of the Russian army having advanced on Moldavia, the Russian ambassador to Turkey was compelled to take refuge on board the "Canopus."

On February 10th, 1807, the "Canopus," commanded by Captain T. G. Shortland, and flying the flag of Rear-Admiral Sir Thomas Louis, was at Tenedos in a fleet of twelve sail commanded by Vice-Admiral Sir John Duckworth with his flag in "Royal George." On February 14th the "Ajax" caught fire and blew up with a loss of 251 officers and men. At

THE KING'S SHIPS

CANOPUS

7 A.M. on the 19th, led by the "Canopus," the fleet started to force a passage of the Dardanelles, and at 8 A.M. the "Canopus" and each ship in turn was fired at by the batteries on both sides. At Abydos the English squadron exchanged fire with the Turkish squadron and passed on and anchored 3 miles away. In the meanwhile a detached squadron under Rear-Admiral Sir William Sydney Smith attacked and destroyed the entire Turkish squadron, of fourteen vessels. On February 20th the fleet anchored 8 miles from Constantinople. The fleet then stayed there for ten days while Sir John Duckworth tried to persuade the Turks to give in. During this time the "Canopus" landed some marines on Prota Island to drive away some Turks who were erecting a battery, but they were badly handled and had to be rescued after they had lost 7 killed and 19 wounded. On March 1st the Vice-Admiral, having accomplished very little except make his country look absurd, started the return journey. On March 3rd the ships saluted the forts at the entrance to the Dardanelles. The Turks, thinking the guns



After T. Whitcombe. Engraved by T. Sutherland.

THE "CANOPUS" LEADS DUCKWORTH'S PASSAGE OF DARDANELLES.

A. Ackermann.

were shotted, attacked the fleet as it passed and inflicted severe injuries upon it, besides killing and wounding 160 men. For political reasons the conduct of Vice-Admiral Sir John Duckworth was not enquired into. The "Canopus" suffered a loss of 3 wounded.

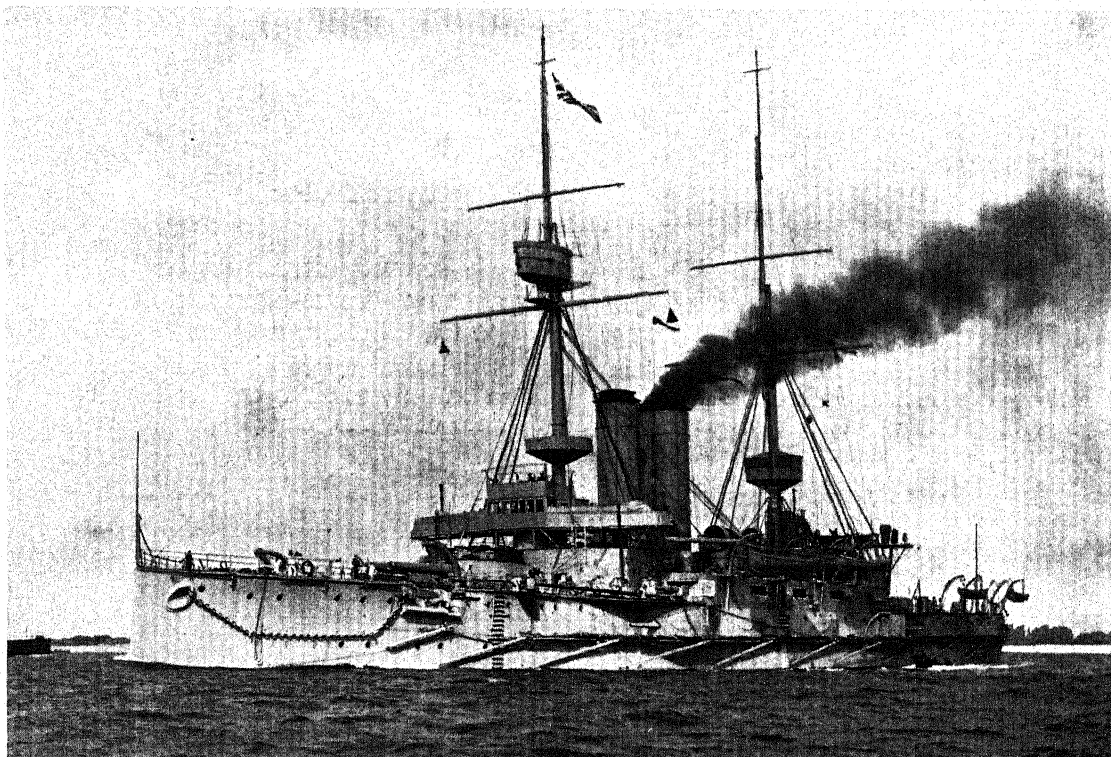
In June 1809 the "Canopus," commanded by Captain Charles Inglis and flying the flag of Rear-Admiral George Martin, was at the head of a squadron of five ships and a combined flotilla of British and Sicilian gunboats which proceeded to attack the Neapolitan islands of Ischia and Procida. By June 25th both places were captured, and by the 27th eighteen Neapolitan gunboats were sunk and the Neapolitan batteries on Cape Miseno and Pozzuoli Bay were attacked and silenced and the guns spiked.

On October 23rd, 1809, the "Canopus," commanded by Captain Charles Inglis and flying the flag of Rear-Admiral George Martin, was at the head of a squadron of six ships of the line which chased a French squadron of five ships and a large convoy bound from Toulon to Barcelona. Ten of the French ships ran ashore near Frontignan rather than fight, and were burned by their crews. The French men-of-war lost were the "Robuste," 80 guns, and the "Lion," 74 guns.

The "Canopus" was noted in every fleet in which she served for the excellence of her sailing qualities.

Admiral John Moresby in his *Two Admirals* (John Murray, London), gives a most

interesting account of a trial of rate of sailing in the Channel Fleet in 1847, off Lisbon, in which the "Canopus," a French-built ship, competed against the vessels designed by Captain Sir W. Symons, R.N., for the British Navy. The frigate "Eurydice" was sent 15 miles to leeward, and hove to as a mark. The rest of the fleet, eight sail of the line and four frigates, were formed up in line abreast. There was a fresh breeze and smooth water. At the signal the helms were put up, and, with studding-sails set on both sides, the ships raced round the "Eurydice" and beat back to the starting-point. It was soon evident that the race lay between the modern "Superb" (1842) and the half-century old "Canopus." In the run down to leeward the "Superb" gained 80 yards, and, reaching the "Eurydice" she shortened sail, reefed, and braced up very quickly. But she had a smarter ship behind her. Quick as thought the "Canopus" saw there was room left to shoot up on the "Superb's" weather-beam; so,



THE SECOND "CANOPUS."

From the photograph by Ernest Hopkins.

with studding-sail sheets flying and yards grinding up, she scraped the "Eurydice's" spanker-boom, and shot up to windward of her rival, turning the latter's gain on the run down into a dead loss. Then came the beat back. All the hammocks were piped down and every one "turned in" with a 32-pound shot for a bedfellow, since it was thought that the swing of the weight accelerated the speed. The sea got up, and that suited the French-built "Canopus" as she fled home "sweeping the crests like a seagull." At the end of the day the "Canopus" had beaten the "Superb" by 50 yards. Admiral John Moresby, who witnessed the race as a midshipman, writes that he was "young enough to rejoice because of the old 'Canopus's' long and glorious history, and half to believe that ghosts in queue and epaulette, very stiff and scarred and weatherbeaten, might walk the quarter-deck that night when the moon was up, and be proud that she still could hold her own on the seas they had swept so often."

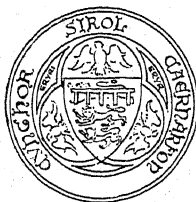
The "Canopus" ended her career as a receiving ship at Devonport, and was sold in 1887.

The second "CANOPUS" is a 14-gun twin-screw battleship, launched at Portsmouth in 1897. She is of 12,950 tons, 13,500 horse-power, and 18 knots speed. Her length, beam, and draught are 390 ft., 74 ft., and 26 ft.

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CARNARVON



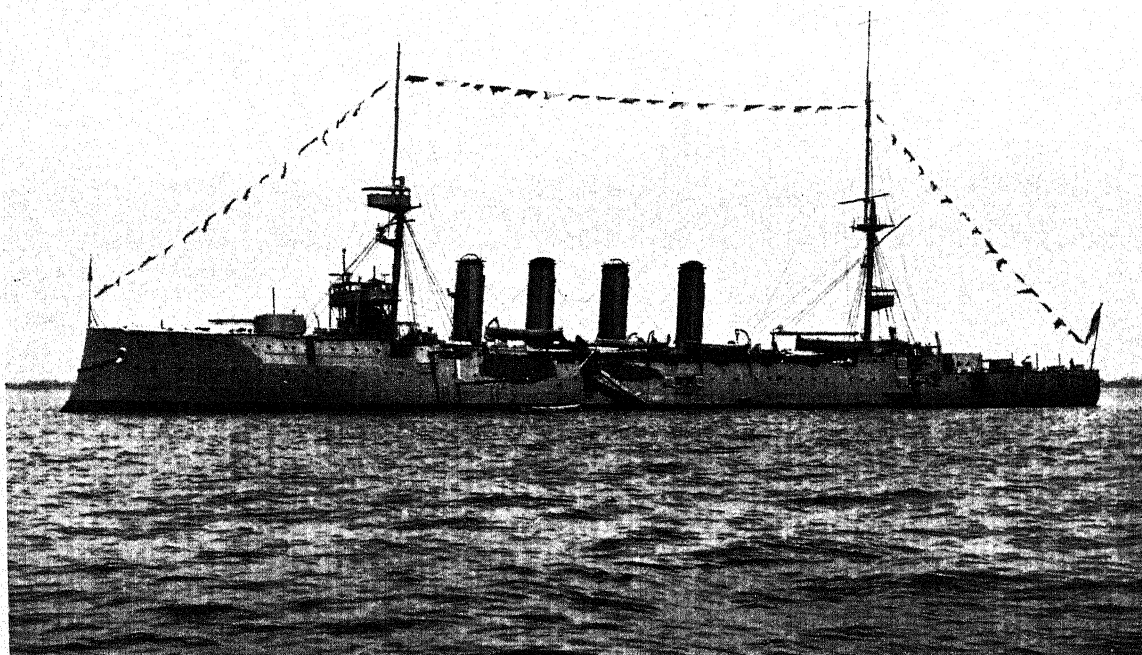
CARNARVON.—A town and seaport of North Wales and capital of Carnarvonshire. Carnarvon has a famous castle which was begun by Edward I. in 1283. The harbour admits ships of 400 tons. The chief exports are slate, stones, and ores. There are also iron and brass foundries. The place is much frequented by tourists on account of its vicinity to the grandest scenery in North Wales. Here in 1284 was born the first Anglo-Norman Prince of Wales, afterwards the unhappy Edward II., who was presented by Edward I. to the Welsh as a Prince who could speak no English. The town is situated near the south end of the Menai Strait, on the right bank of the Seiont, 69 miles west of Chester.

The first "CARNARVON" was a French prize captured on October 28th, 1758, from a squadron under M. du Chaffault, by a fleet commanded by Admiral the Hon. Edward Boscawen.

She had originally been a British East India Company's ship, but had been captured by the French.

The second "CARNARVON" is a 10-gun twin-screw cruiser, launched at Beardmore's yard in 1903. She is of 10,850 tons, 21,000 horse-power, and 23 knots speed. Her length, beam, and draught are 450 ft., 68 ft., and 25 ft.

This cruiser, commanded by Captain W. F. Slayter, was appropriately chosen to have the honour of attending in the Menai Straits, when on July 11th, 1911, His Majesty King George the Fifth proclaimed his son Edward as Prince of Wales, and presented him to the Welsh people at Carnarvon.



THE SECOND "CARNARVON."

From the photograph by Ernest Hopkins.

CENTURION

The Campaign of the Spanish Armada—		The Wars of Jenkins's Ear, and of the Austrian Succession—	
The battles off Plymouth and Portland . . .	1588	Anson's circumnavigation of the world . . .	1740-44
The battles off the Isle of Wight and Calais . . .	1588	The reduction of Payta . . .	1741
The Elizabethan War with Spain—		Captured Spanish galleon "Nuestra Señora de Cavadonga" . . .	1743
Action with Spanish galleys off Gibraltar . . .	1591	Anson's action with De la Jonquière off Finisterre . . .	1747
The Earl of Cumberland's tenth expedition . . .	1598	Beards <i>versus</i> brains . . .	1751
The capture of the Island of Lanzarote . . .	1598	Diplomacy at Algiers . . .	1751
The capture of San Juan de Puerto Rico . . .	1598	The suppression of the American Indians . . .	1754
Mansell's expedition to the Mediterranean . . .	1620-1	The Seven Years' War—	
The second English Civil War—		The capture of Quebec . . .	1759
The search for Prince Rupert . . .	1650	The capture of Havana . . .	1762
The first Dutch War—		The War of American Independence—	
Blake's action with Tromp off Dover . . .	1652	The occupation of Rhode Island and Narragansett Bay . . .	1776
The battle of Portland . . .	1653	Lord Howe's action with D'Estaing off New York . . .	1778
The battle off the North Foreland . . .	1653	The capture and defence of St. Lucia . . .	1778
Monck's actions off the Dutch coast . . .	1653	Rodney's first action with De Guichen off Martinique . . .	1780
The second Dutch War—		Rodney's second action with De Guichen off Martinique . . .	1780
The blockade of the Zuyder Zee . . .	1665	Rodney's third action with De Guichen off Martinique . . .	1780
The battle off Lowestoft . . .	1665	Assisted to capture French "Sybille" . . .	1783
The St. James's Fight . . .	1666	The Wars of the French Revolution and Empire—	
Actions with Algerine corsairs . . .	1670	Assisted to capture French "Duguay Trouin" . . .	1794
Actions with Tripolitan men-of-war . . .	1676	Action with French squadron off Mauritius . . .	1794
Actions with Algerine corsairs . . .	1678	The capture of Trincomalee . . .	1795
The bombardment of Algiers . . .	1678	The capture of Batticaloa and Jaffnapatam . . .	1795
The War of the English Succession—		The capture of Amboyna and Banda Neira . . .	1796
Actions with French privateers . . .	1692	Operations at Suez . . .	1799-1800
The seventeenth-century seaman . . .	1692	Captured a Dutch brig . . .	1800
The battles off Cape Barfleur and La Hogue . . .	1692	Action with French ships at Vizagapatam . . .	1804
Actions with French privateers off Dunkirk . . .	1694	An eleven years' commission.	
The War of the Spanish Succession—		The third China War—	
The battle off Velez Malaga . . .	1704	The attempted relief of Peking . . .	1900
The bombardment and reduction of Alicant, Cartagena, and Majorca . . .	1706	The relief, defence, and capture of Tientsin . . .	1900
The capture and reduction of Minorca . . .	1708	The relief of Peking . . .	1900
Action with French ships off Malaga . . .	1709		
Various operations in the Baltic . . .			
	1715		



CENTURION.—In the Roman army a centurion was an infantry officer who commanded originally a hundred men (whence the name), but afterwards an indefinite number, the sixtieth part of a legion. Centurions were of two grades and were chosen by the tribunes. Their duties were to drill the soldiers and appoint their tasks, and they had power to punish minor offences.

The first "CENTURION" was a hired merchant vessel of 250 tons, with a crew of 100 men.

In 1588 she took part in the campaign of the Spanish Armada. For the purposes of the Elizabethan war with Spain she was fitted out and paid by the city of London, and was commanded by Captain Samuel Foxcraft.

She took part in the battles with the Spaniards off Plymouth, Portland, the Isle of Wight and Calais.

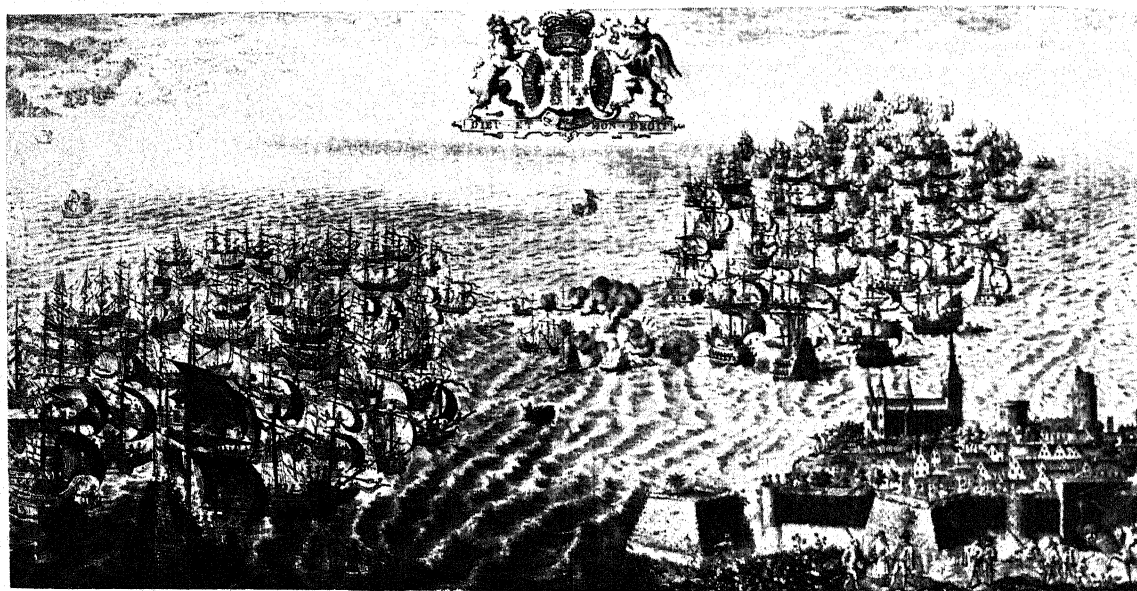
She distinguished herself during the second battle which was fought off Portland. Somehow she got separated from the main body of the fleet, in company with the "Triumph" and four other armed merchantmen. Some of the Spanish galleasses "took courage and assaulted her sharply," but she resisted so well that presently the galleasses forsook her.

In 1591 she took part in a most gallant affair in the gut of Gibraltar. Under the command of Captain Robert Bradshaw she was proceeding to Turkey with merchandise, and was

attacked by five Spanish galleys. Three of these vessels simultaneously tried to board her but, although her crew consisted of only 48 men and boys, she managed to drive them off in five hours, with a loss of only 4 killed and 10 wounded.

In 1598 the "Centurion," commanded by Captain Henry Palmer, took part in the tenth, last, and most ambitious of the privateering expeditions commanded by the Earl of Cumberland. The ships captured the Island of Lanzarote and, although at first repulsed, eventually took San Juan de Puerto Rico before they returned to England.

In 1620 the first "Centurion," now mounting twenty-two guns and commanded by Captain Sir Francis Tanfield, left Plymouth in company with six men-of-war and eleven armed merchantmen. James I. raised this fleet by the levying of ship-money, and the Duke of Buckingham was the Lord High Admiral at the time. The expedition was commanded by Admiral Sir Robert Mansell (flag in "Lion"), while Vice-Admiral Sir Richard Hawkyns was second in command with his flag in "Vanguard." London contributed £40,000, Plymouth and Dartmouth £1000 each, Bristol £2500, Weymouth £450, and other towns added various sums.



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

FIRESHIP ATTACK OFF CALAIS.

This squadron was brought into being because the homeward bound Newfoundland fishing fleet had lost seven of its number in an attack by thirty Turkish frigates, an event which was looked on as piracy.

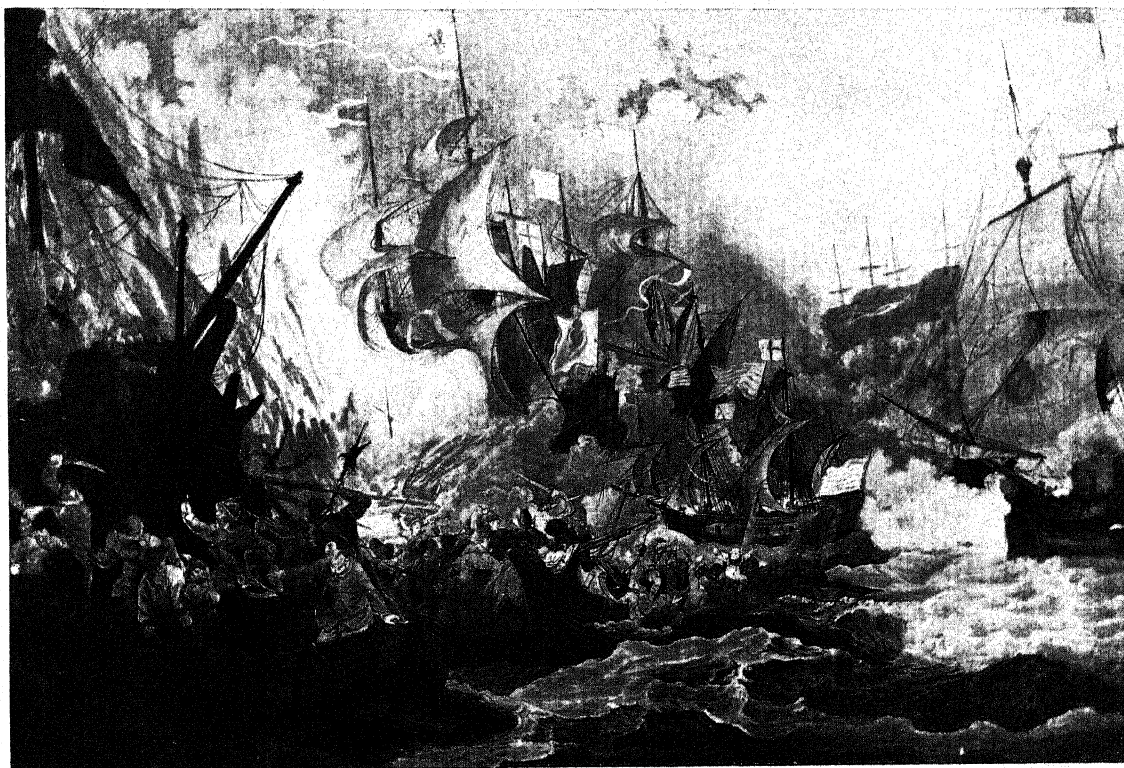
The squadron sailed to Algiers. In May 1621 they did some small damage there, and captured a merchant vessel with warlike stores. The ships, however, very soon returned to England, after an expedition which owed its want of success to the half-hearted manner in which it was conducted.

The second "CENTURION" was launched at Ratcliff in 1650 and was added to the Navy during the Commonwealth. She was of 531 tons and mounted 48 guns; her length, beam, and draught being 104 ft., 31 ft., and 16 ft. She had a crew of 230 men.

In 1650, commanded by Captain John Lawson, this "Centurion" did some service in the North Sea. A little later in the year she was one of a squadron of five ships which was formed out of the English Winter Guard, and placed under the command of Vice-Admiral Sir William Penn. This squadron was intended to act in continuation of General Robert Blake's policy against Prince Rupert, who commanded the Royalist ships which had seceded from Parliament. They went to the Azores and the Mediterranean in search of Prince Rupert, who, however, was in the West Indies. The Tunisians and Algerines treated the ships with incivility,

refusing even to sell them provisions. They captured some French trade, and returned to England with thirty-six French prizes.

On May 19th, 1652, the "Centurion" was one of a small squadron which lay at Dover under Captain Nehemiah Bourne. A fleet of twelve ships at once joined them from Rye under Robert Blake, Admiral and General-at-Sea, and together they attacked a Dutch fleet of forty-two ships under Admiral Martin Tromp in the Channel off Dover. Tromp placed the bloody flag under his colours, and fired the first broadside at 2 P.M. The battle raged till dark, and from time to time boatloads of Kentish fishermen joined the fleet with admirable spirit and helped to fight the guns. The "Centurion" was one of the ships which attacked the Dutchman's straggling rear. The Dutch lost two ships, but they managed to recover one when the English sent her adrift as unseaworthy. The English lost no ships, and the Dutch



After P. J. de Loutherberg, R.A. Engraved by J. C. Stadler and R. Pollard.

T. H. Parker, Brothers.

DEFEAT OF SPANISH ARMADA.

stood away to the French coast. As a result of this battle a guard had to be placed over the Dutch ambassador's house at Chelsea to protect him from the fury of the mob. Blake then proceeded to the North Sea with the "Centurion" and other ships. They captured 12 small frigates, 100 fishing busses, and scattered the rest of the Dutch fishing fleet.

In 1653 the "Centurion" was commanded by Captain Walter Wood, and it is not certain whether she was actually engaged in the fighting with the Dutch known as the battle of Portland. The Dutch fleet, which was escorting a convoy of 200 sail to Holland, was commanded by Admiral Tromp and consisted of about 85 sail. The English under "Admiral and General" Robert Blake were of about equal strength, though accounts differ very much as to their number, and it is only quite recently that the Navy Records Society have issued a list of the ships supposed to be engaged. The first action took place on February 18th, when Tromp fell upon an inferior number of ships under Blake, a large number of the English fleet being too far to leeward to engage. This action was followed by a three days' running fight up Channel, but disorder crept in as the Dutch convoy lost faith in their escort, and many Dutch men-of-war put to flight when their ammunition was expended. The Dutch disappeared during the night of the 20th-21st, and the English victory was assured. Accounts of the losses vary considerably, but it appears that the Dutch lost about 20 ships, 2000 killed, many

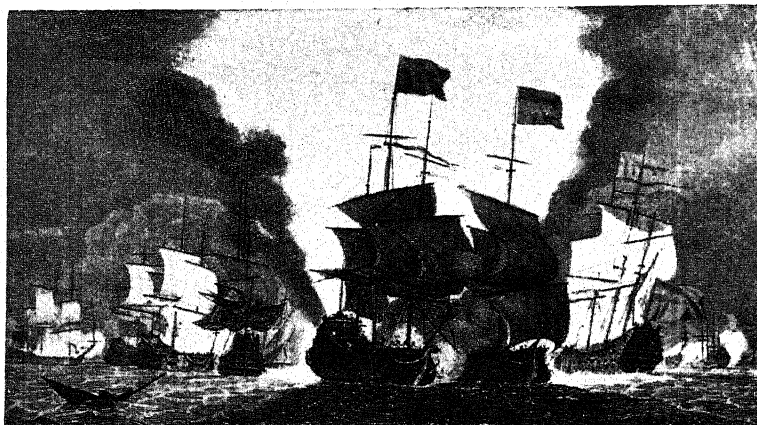
THE KING'S SHIPS

CENTURION

wounded, 1500 prisoners and about 40 of their merchant convoy. The English lost some 300 killed, 800 wounded, and were compelled to abandon and sink one ship. Two or three English ships were captured by the Dutch, but were subsequently retaken. Several of the best English ships were absent from this fight owing to injuries received at the battle of

Kentish Knock, or doubtless this affair would have been more decisive.

In 1653 the "Centurion," commanded by Captain Walter Wood, was in the White Squadron of a fleet of 100 men-of-war and five fireships, commanded by "Admiral and General" Robert Blake. On June 2nd and 3rd they fought a battle with the Dutch off the North Foreland. The Dutch fleet commanded by Admiral Tromp consisted of 98 ships and six fireships. By 3 P.M. one Dutch ship was sunk and at 6 another blew up.



After R. Clevely.

BLAKE AND TROMP OFF DOVER.

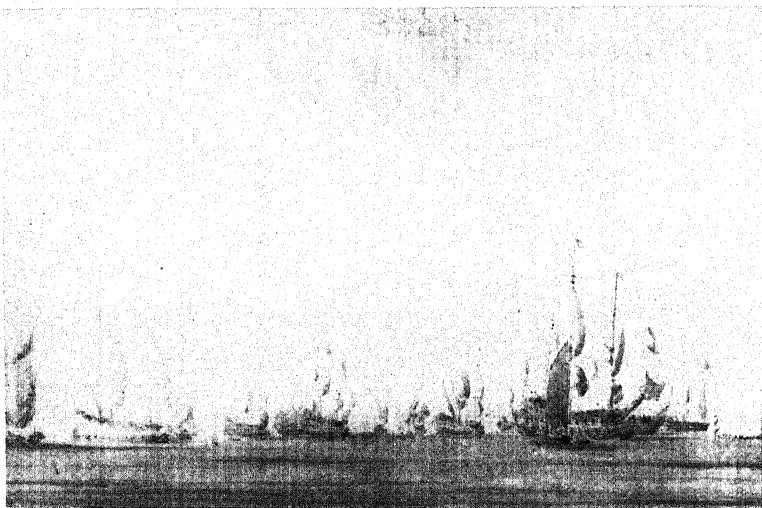
British Museum.

By June 3rd the Dutch were badly beaten, while the English had lost no ships. Eleven Dutch prizes were brought in, six were sunk, two were blown up, and 1350 prisoners were taken.

The "Centurion" subsequently took part in the blockade of the Dutch ports, the action off Katwijk, and the battle of Scheveningen (where Admiral Tromp was killed) under command of "Admiral and General" George Monck, Blake having been left in England seriously ill. The Dutch fleet was defeated, scattered and pursued, and after a stiff series of fights the English ships returned home.

In 1665 the "Centurion" was one of a fleet of 109 men-of-war, frigates, and armed merchantmen, 28 fireships and ketches, mounting in all 4192 guns and manned by 21,000 sailors, marines, and soldiers. Under the command of H.R.H. the Duke of York, Lord High Admiral, this fleet sailed on April 21st for the Texel, blockaded the Zuyder Zee, and captured a

number of merchantmen before they returned to the Thames. The Dutch then mobilised 103 men-of-war, 7 yachts, 11 fireships, and 12 galliots, mounting in all 4869 guns and manned by 21,556 officers and men. The two fleets met, and at 3 A.M. on June 3rd they began to fight a battle off Lowestoft. The Dutch flagship hotly engaged the English flagship, and was on the point of compelling the "Royal Charles" to surrender, when the Dutch flagship blew up, and only five men out of 409 were saved. The Lord of Obdam, the Dutch Commander-in-Chief, perished with his flagship. After a fierce fight the Dutch ships were in full flight by 7 P.M. Fourteen Dutch ships were captured and brought into port, 14 were abandoned as unseaworthy after capture, and 14 were destroyed. The Dutch lost 4000 men killed, many



Drawn by W. Van de Velde, Senior.

EVE OF BATTLE OFF LOWESTOFT.

British Museum.

wounded, and 2000 were taken prisoners. The English lost one ship taken, 250 men killed, including two flag officers, 340 wounded, and 200 prisoners taken by the Dutch. After the enemy had been brought to confusion the Duke of York failed to chase them, and his conduct has been much criticised. It appears that his wife had instructed his servants to see that their royal master did not take too many risks.

In 1666 the "Centurion" was one of an English grand fleet, which by July 22nd was assembled off the mouth of the Thames under the command of George Monck, Duke of Albemarle, Admiral and General-at-Sea. This fleet consisted of 81 ships of the line and frigates, 18 fireships, and 4460 guns.

The Dutch fleet to which they were opposed was commanded by Admiral M. A. de Ruijter, and consisted of 88 ships of the line and frigates, 20 fireships, 10 yachts, and 4704 guns. The



Painted by R. Paton.

THE BATTLE OFF BARFLEUR.

The Painted Hall, Greenwich.

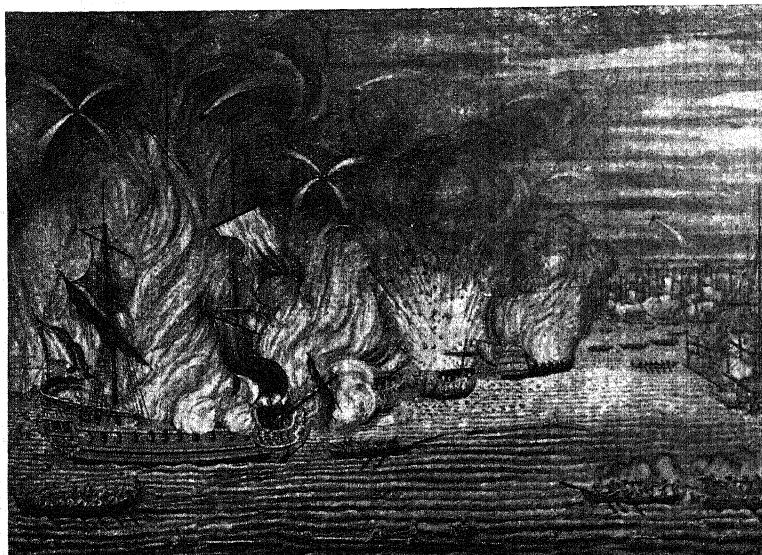
fleets met on July 25th; they fought all that day, and in a desultory way through the night. By July 26th the Dutch were in full flight and soon got safe behind their own shoals, the English anchoring off their coast. The Dutch lost 20 ships, 4 flag officers, and numerous captains killed, 4000 men killed and 3000 wounded. The English lost one ship, two or three fireships, and about 300 men. No English flag-officers fell, and only five captains. This victory gave the complete command of the sea to the English, who proceeded up the Dutch coast and captured 300 merchantmen.

Such in brief was the St. James's Fight, fought on St. James's Day, or as some call it the second battle of the North Foreland.

In 1670 the "Centurion" was one of a squadron of four ships, acting under Commodore Richard Beach, which in co-operation with a Dutch squadron acted against the Algerine corsairs. On one occasion six 28/34-gunships were taken, and at various times others were driven on shore.

In February 1676 the "Centurion" was in company with the "Hampshire," which was flying the flag of Sir John Narborough, Commander-in-Chief in the Mediterranean. They dealt a heavy blow at the Dey of Tripoli, who refused to pay an indemnity. Just to the eastward of Tripoli they fell in with four Tripolitan men-of-war, the only craft remaining in

possession of the enemy. Both sides suffered heavily. The pirates were defeated, lost 600 killed and wounded, and were driven into port. The Dey forthwith agreed to pay an indemnity of 8000 dollars and release the English captives, but a change of Dey necessitated a threat of bombardment before the money was forthcoming.



Published by W. Rayner.

Royal United Service Institution.

BATTLE OFF VELEZ MALAGA.

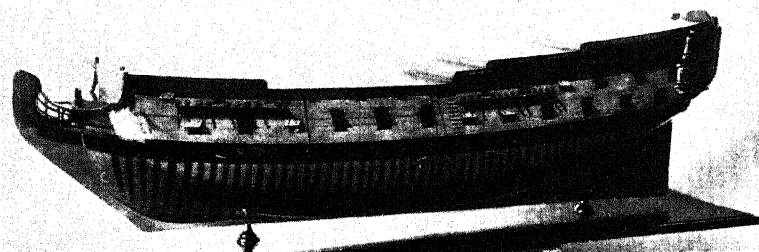
In August 1678 the "Centurion," acting under the orders of Sir John Narborough, Commander-in-Chief in the Mediterranean, assisted in the capture of two Algerine men-of-war, the burning of 12 merchantmen, and the bombardment of Algiers. In November five Algerine men-of-war were captured, after a smart but not very bloody action, and taken into Cadiz.

On December 25th, 1689, the "Centurion," while commanded by Captain Basil Beaumont, was wrecked and lost under Mount Batten near Plymouth.

The third "CENTURION" was a 48-gun ship, launched at Deptford in 1690. She was of 614 tons, and carried a crew of 240 men. Her length, beam, and draught were 126 ft., 33 ft., and 13 ft.

In May 1692 the "Centurion," commanded by Captain Francis Wyvill, was one of the Centre or Red squadron of an Anglo-Dutch fleet of 99 ships, 38 frigates and fireships, mounting 6756 guns under Admiral of the Fleet Edward Russell with his flag in "Britannia." The French, under the Comte de Tourville, the victor in the battle of Beachy Head two years previously, consisted of 44 ships, 13 frigates and fireships and 3240 guns.

On May 19th the fleets met off Cape Barfleur, and an action which began at 10 A.M. was brought to a conclusion during the evening by a thick fog. On May 20th the French were defeated, pursued, and scattered, and on the 22nd and 23rd twelve



Royal Naval College, Greenwich.

MODEL BELIEVED TO BE OF THE FOURTH "CENTURION" AND SAID TO HAVE BEEN MADE FROM ONE OF THE DAVITS OF THAT SHIP.

of their men-of-war were burned in the Bay of La Hogue. The French soldiers destined for the invasion of England rode down and helped to defend their ships, but were pulled off their chargers by the seamen's boathooks. The French made a most gallant defence, but were completely defeated by the end of the six days' operations. Some twenty of their ships escaped by running through the dangerous Race of Alderney, and four even went all the way round Scotland ere they reached a French port in safety.

In July 1692 the "Centurion," while commanded by Captain Francis Wyvill, discovered in the Channel three French privateers, only one of which, a 28-gun vessel, awaited the attack.

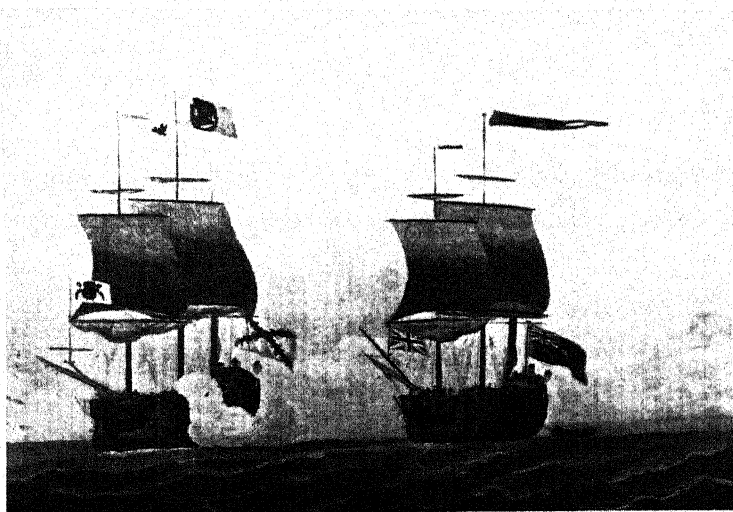
A very heavy sea was running, and the French ship was not taken until she had fought for three hours and had lost 60 killed and wounded out of 200.

In September 1692 the "Centurion," commanded by Captain John Bridges, while cruising on the east coast of Scotland captured three out of six French privateers, and carried them into Orkney. In the latter part of this engagement, the "Centurion" was assisted by the "Kingfisher," 46, which had been attracted by the sound of guns.

About this time the Rev. Richard Allyn, chaplain of the "Centurion," described in his diary the behaviour during a gale of wind of some seamen, whom he called "Puggs," who cursed, swore, and prayed, and fought with one another during the bad weather. He concludes thus: "I mention this only to see the incorrigible senselessness of such tarpaulin wretches in the greatest extremity of danger."

On February 24th, 1694, the "Centurion," commanded by Captain John Price, fought a stubborn action in the North Sea with four Dunkirk privateers. Six hundred men were opposed to 230, nevertheless the "Centurion" managed to capture one vessel, so the merits of the exploit do not need to be emphasized.

On August 9th, 1704, the "Centurion," commanded by Captain John Herne, was scouting over towards Gibraltar while the combined Anglo-Dutch fleet was watering on the Barbary coast. The "Centurion" sighted and reported that she could see the Franco-Spanish fleet to windward. The Anglo-Dutch fleet, under Sir George Rooke, Admiral of the Fleet, which at once gave chase, consisted of 51 ships mounting 3636 guns. The Franco-Spaniards, under Admiral Comte de Toulouse, consisted of 51 ships mounting 3596 guns. The fight was maintained with great fury for three hours, many Anglo-Dutch ships having to leave the line for want of shot. On neither side was any ship taken, and although both sides claimed it as a victory, and although the French sang a Te Deum in Paris in honour of the event, the battle of Velez Malaga was in reality a drawn battle. Admiral of the Fleet Sir George Rooke described the operations as "the sharpest day's service I ever saw." The "Centurion" lost 10 killed and 33 wounded out of a big loss on the allies' side. But the Franco-Spaniards lost 1500 killed and more than as many wounded.



After P. Monamy.

A. Ackermann.

FOURTH "CENTURION" CAPTURES THE "NUESTRA SEÑORA DE CAVADONGA."

In the winter of 1706 the "Centurion," commanded by Captain William Fairborne, assisted in the bombardment and reduction of Alicant and in the capture and reduction of Cartagena and Majorca.

In the winter of 1708 the "Centurion," while in company with the "Dunkirk," bombarded the fort at Fornelle and assisted in the reduction and capture of Minorca.

In November 1709 the "Centurion," commanded by Captain John Nicholls, while in company with the "Defiance," met and engaged two French men-of-war of force about equal to their own, between Almeria and Malaga. They fought from 8 A.M. until noon, when the enemy drew off. Full and complete details of this action are lacking, but it is stated that the "Centurion" lost 60, the "Defiance" 90, and the French ships upwards of 100 men killed and wounded.

In July 1715 the "Centurion" was one of a fleet of 18 ships under Admiral Sir John Norris, which arrived in the Baltic, and allied itself to a Dutch fleet. The allies then joined the Danes, who at that time were engaged in fighting the Swedes, but they themselves did not take part in any fighting.

In 1728 the "Centurion" was broken up.

The fourth "CENTURION" was a 60-gun ship of 1095 tons, launched at Portsmouth in 1732. Her length, beam, and draught were 144 ft., 40 ft., and 14 ft.

In 1740 the "Centurion" flew the broad pennant of Commodore George Anson in a squadron of seven vessels. The ships were brought up to complement by 500 superannuated invalids and Chelsea out-pensioners, who all died during the voyage. They sailed on Anson's famous circumnavigation of the world in September 1740. They touched at Madeira and Port St. Julian, and off Cape Horn in March 1741 the squadron were dispersed by a succession of gales. Scurvy broke out, and the "Centurion" buried 43 men. She reached Juan Fernandez in June 1741 with 130 men on the sick list, besides having buried 200 men on the passage. Here a prize was captured, and the squadron set sail for the South American coast, capturing another prize on the way. They arrived in Payta Bay in November and surprised the town. Plunder to the value of £32,000 and other stores were taken; the town was set on fire, and six vessels in the Bay were sunk. In May 1742 the Commodore sailed for China. In August the "Centurion" anchored off one of the Ladrone Islands and landed 128 sick men, many of whom died. In November the ship arrived off Macao and wintered. In April 1743



*After J. Reynolds. Engraved by Ridley.
From "Naval Heroes."*

Anson

Anson put to sea to attempt to capture the large Spanish galleon trading between Acapulco and Manilla. On June 20th she was sighted off the Island of Samar, and proved to be the long-sought ship "Nuestra Señora de Cavadonga." An action followed and lasted for nearly two hours, at the end of which time the Spaniard struck with a loss of 67 killed and 84 wounded. The "Centurion" lost only 2 killed and 17 wounded. The cargo of the prize included nearly one and a half million dollars, besides 36,000 ounces of silver and other merchandise. On July 10th the squadron reached Canton, and in December sold the prize at Macao. Numerous difficulties with the Chinese were experienced. In December 1743 the "Centurion" turned homewards, and reached Spithead on June 15th, 1744. Thus ended Commodore George Anson's circumnavigation of the globe, a great naval exploring expedition with war-like objects, carried out with the greatest skill, patience, and perseverance.

As the Admiralty declined to confirm Anson's first lieutenant as captain, Anson returned his own commission as Rear-Admiral of the Blue, and went on half-pay as a captain for six months. There is not a doubt that Anson was in the wrong. A change of Government taking place some ten months afterwards, Anson became a Lord of the Admiralty, and being promoted to Rear-Admiral of the White received two steps at once.

The figurehead of this "Centurion" was a big lion some sixteen feet high. It was presented to the Duke of Richmond by King George III. when the "Centurion" was broken up. While serving as an inn sign at Goodwood it was much admired by King William IV., who begged it from the Duke, and used it as a staircase ornament at Windsor Castle. The King later on presented it to Greenwich Hospital, with directions to place it in one of the wards, which he desired should be called the "Anson Ward." It remained there until 1871, when it was removed to the playground of the Naval School, where, owing to the action of the weather, it unfortunately crumbled to pieces. At one time the following lines were inscribed beneath it:—

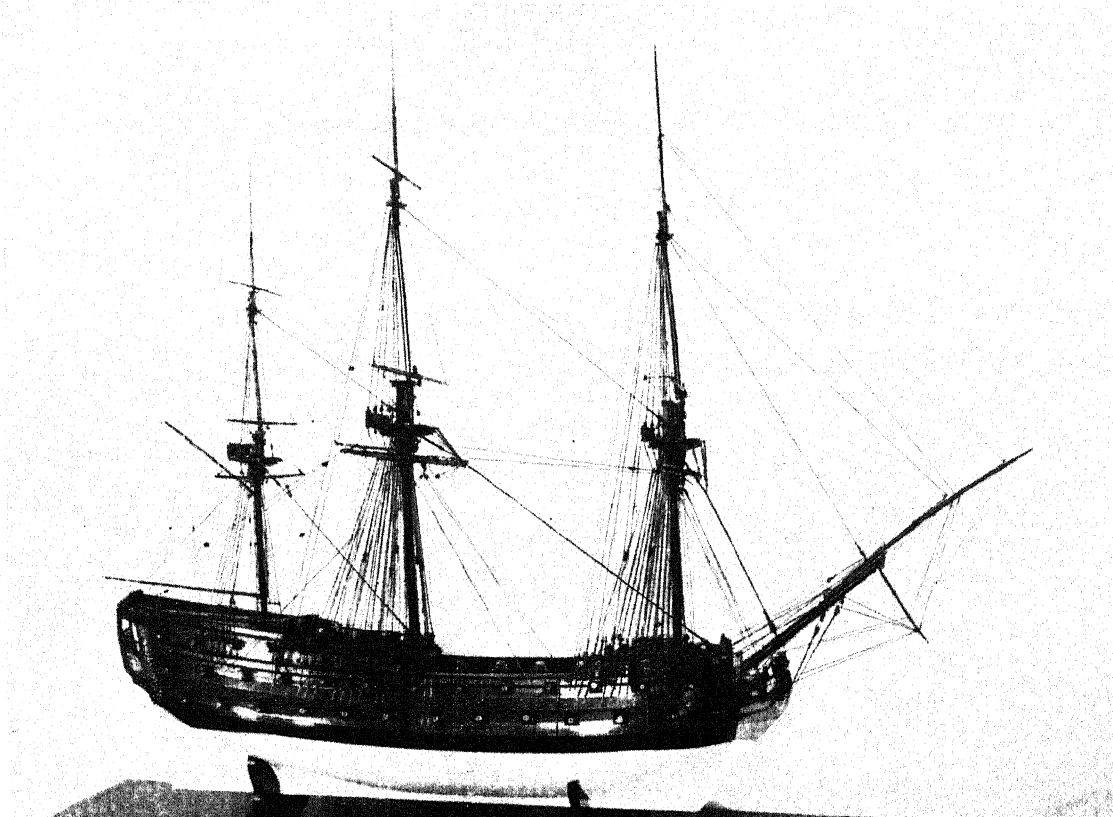
Stay, traveller, awhile, and view
One who has travelled more than you;
Quite round the globe, thro' each degree,
Anson and I have ploughed the sea.
Torrid and frigid zones have pass'd
And—safe ashore arrived at last—
In ease with dignity appear,
He in the House of Lords—I here.

In 1746 the "Centurion" was cut down to a 50-gun ship.

In 1747 the "Centurion," commanded by Captain Peter Denis, was in an English fleet of 17 ships under the command of Vice-Admiral George Anson, who flew his flag in "Prince George." The French fleet, under Admiral de la Jonquière, consisted of 14 men-of-war and a

convoy of 24 ships, and was sighted on May 3rd about 70 miles from Cape Finisterre. The French made off and Anson chased. A running fight of three hours followed, in which 13 French ships were captured, while a small detached squadron captured six of the French convoy. Night saved the rest. A topical song of the time expresses in the following verses the part played by the "Centurion."

The "Centurion" first led the van, (*bis*)
 And held 'em till we came up ;
 Then we their hides did sorely bang,
 Our broadsides we on them did pour, (*bis*)
 We gave the French a sower drench,
 And soon their topsails made them lower.



The Right Hon. the Earl of Lichfield.

MODEL OF THE FOURTH "CENTURION" MADE FOR ADMIRAL LORD ANSON AFTER HIS CIRCUMNAVIGATION OF THE WORLD.

And when they saw our fleet come up, (*bis*)
 They for quarters call'd without delay,
 And their colours they that moment struck
 O ! how we did rejoice and sing, (*bis*)
 To see such prizes we had took,
 For ourselves and for George our King.

The French lost 700 killed and wounded, and the English 520, including one captain killed. Specie to the value of £300,000 was taken from the prizes. This victory was valuable if not brilliant. Vice-Admiral Anson was created a Peer and the captured men-of-war were all added to the British Navy.

In June 1751 the "Centurion," flying the broad pennant of Commodore the Hon. Augustus Keppel, proceeded to Algiers, and smoothed over some difficulties with the Dey. The story goes that the Dey angrily expressed surprise that the King of Great Britain should have sent a beardless boy to treat with him. Keppel replied: "Had my master supposed

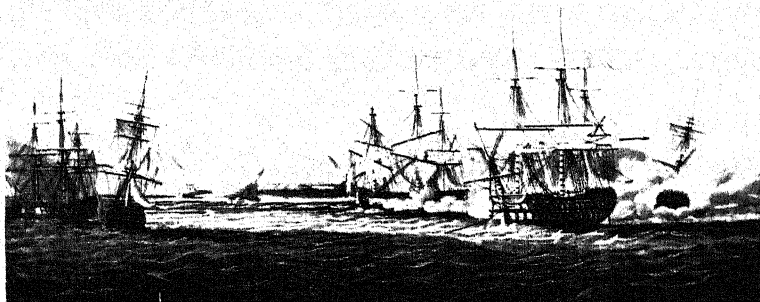
that wisdom was measured by the length of the beard, he would have sent your Deyship a he-goat." After threatening Keppel with death, the Dey consented to treat.

In 1754, the "Centurion," Captain the Hon. Augustus Keppel, in company with the "Norwich," escorted to North America a large number of troops, destined to assist the colonials in the suppression of the Indians, who with France behind them as moral support, were rising against the English whites.

In 1759 the "Centurion," commanded by Captain William Mantell, was in a fleet of 49 ships besides transports under Vice-Admiral Charles Saunders with his flag in "Neptune." They left Spithead on February 17th and, having secured pilots by a ruse, they anchored a few miles below Quebec on June 26th with nearly 10,000 troops. On June 28th the French sent down seven fireships and two firerafts, but these were grappled and towed clear by the activity of the seamen. On September 13th, under cover of the guns of the "Centurion," the troops were landed and attacked Quebec. The seamen assisted with guns. On this day both General Wolfe and the Marquis of Montcalm, the English and French Commanders-in-Chief of the troops, were mortally wounded. After some fighting the French retired.

Additional ships were brought up to bombard, and on the 17th the enemy offered to surrender. On the 18th Vice-Admiral Charles Saunders was one of the signatories to the surrender.

In May 1762 the "Centurion," commanded by Captain James Galbraith, was in the English fleet proceeding to Havana against the Spaniards, which consisted of 53 ships, besides storeships, hospital ships, and transports, with 15,000 troops. Admiral Sir George Pocock, with his flag in "Namur," and George, Earl of Albemarle, were the naval and military Commanders-in-Chief. On May 27th the



After F. Sartorius. Engraved by W. Barnes.

Alfred Davis.

THE FIFTH "CENTURION" AT VIZAGAPATAM.

fleet of 200 sail in all stood away for the Old Strait of Bahama, which was safely navigated by marking the dangerous shoals with boats. During the passage two Spanish ships were captured. On June 6th the fleet arrived off Havana, and while a feint was made elsewhere the troops were landed under cover of the guns of the fleet. Moro was bombarded and, although the Spaniards made a most gallant defence, Havana fell, and the British took complete possession on August 14th, 1762. Specie and stores to the value of three million pounds were captured; thirteen Spanish men-of-war were destroyed, three were sunk, and two on the stocks were burned. While on the passage to Havana some ships were detached and captured two ships in the harbour of Mariel. The British lost 1790 killed and wounded. The division of the prize money caused some heartburning. It worked out as follows: Admiral £123,000, captain £1600, petty officer £17, seaman or marine £4.

In 1769 the "Centurion" was broken up at Chatham.

The fifth "CENTURION" was a 50-gun ship of 1044 tons, launched at Harwich in May 1774. Her length, beam, and draught were 146 ft., 40 ft., and 15 ft.

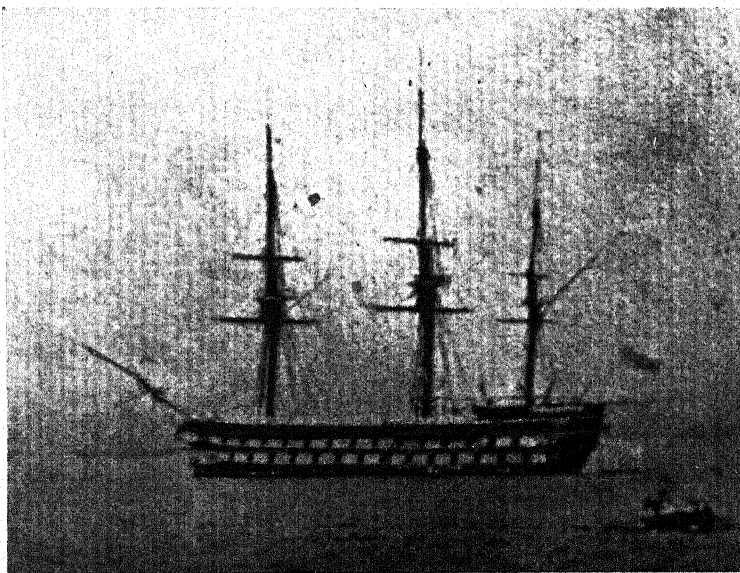
In 1776, under the command of Captain Richard Braithwaite, she took part in the war with the American colonies. In December of that year she was one of a fleet of thirteen ships which occupied Rhode Island and Narragansett Bay, and thus closed a haven of privateers and gave the British a base for coastwise operations.

On August 9th, 1778, the "Centurion," commanded by Captain Richard Braithwaite, put to sea from New York with a fleet of 15 ships of the line, 7 frigates, 3 fireships, 2 bombs, and 4 galleys under Vice-Admiral Lord Howe with his flag in "Eagle." A French

fleet approached under Vice-Admiral Comte d'Estaing. On August 9th, 10th, and 11th, the two fleets manœuvred for position. On the 11th Lord Howe shifted his flag to a smaller ship, and placed himself between the two fleets for the purpose of observation. That night the sea was too rough for his lordship to return to his flagship, and a storm sprang up which threw the two fleets into confusion, scattering the ships and causing numerous disasters. On the evening of August 13th, two French and two English ships engaged with indecisive results; and one English and one French ship fought a small action on the 14th. Later Lord Howe shifted his flag to the "Centurion," and on the 15th discovered ten sail of the French fleet at anchor out at sea, some seventy-five miles from Delaware Bay, and then proceeded to New York.

In December 1778 the "Centurion," commanded by Captain Richard Braithewaite, was in a squadron which escorted 5000 troops for the West Indies. They joined Admiral Barrington at Barbados, and on December 13th they anchored at St. Lucia and landed the troops. The French were at once driven out of their positions and retired. On the 14th the French fleet, under Admiral d'Estaing, was sighted. All that night the troops strengthened their position, and Admiral Samuel Barrington moored his ships across Cul de Sac Bay, with some 60 transports inside. Admiral d'Estaing then arrived with 12 ships of the line and 7000 troops. On December 15th the French ships twice attacked the English squadron, but both attempts failed. On the 18th d'Estaing landed troops and in person led three attacks on the English lines. These attempts failed also, and the French lost 41 officers and 800 men killed and wounded. On the 29th d'Estaing left the island, leaving the English in possession of St. Lucia.

In April 1780 the "Centurion," under the command of Captain Richard Braithewaite, took part in the action between the English and



Vice-Admiral Charles Johnstone.

THE SEVENTH "CENTURION."

French fleets in the West Indies. The English fleet, commanded by Admiral Sir George Rodney, consisted of 20 ships of the line, two of which mounted 90 guns, and 6 small frigates. The French, under Rear-Admiral de Guichen, consisted of 24 ships of the line and carried 3000 troops. The "Centurion" was in the rear squadron under Rear-Admiral Joshua Rowley. The enemy were sighted on the night of the 16th in the lee of Martinique, and a general chase was at once ordered by Rodney. On the 17th the fleets manœuvred for position all the forenoon, and at noon Rodney stood over to attack. A signal from the flagship was misunderstood, and the "Stirling Castle," the leading British ship, led towards the leading French ship, instead of to the ship opposite her. The action began at 1 P.M. By 4.15 P.M. the English flagship "Sandwich" had beaten three French ships out of the line, and at 4.30 P.M. the French stood away after an indecisive action. The British lost 120 killed, 354 wounded, 1 captain killed and 2 wounded. The French lost 222 killed and 537 wounded. Admiral Rodney censured his two junior flag-officers for inattention to signals, and gave several captains in the fleet certificates to the effect that "they meant well and would have done their duty, had they been permitted."

On May 15th the "Centurion," commanded by Captain Richard Braithewaite, took part in the second action off Martinique between Rodney and De Guichen. The fleets manœuvred for position for five days, and on the afternoon of the 15th, an indecisive and partial engagement resulted, in which the British van exchanged a close cannonade with the enemy's rear.

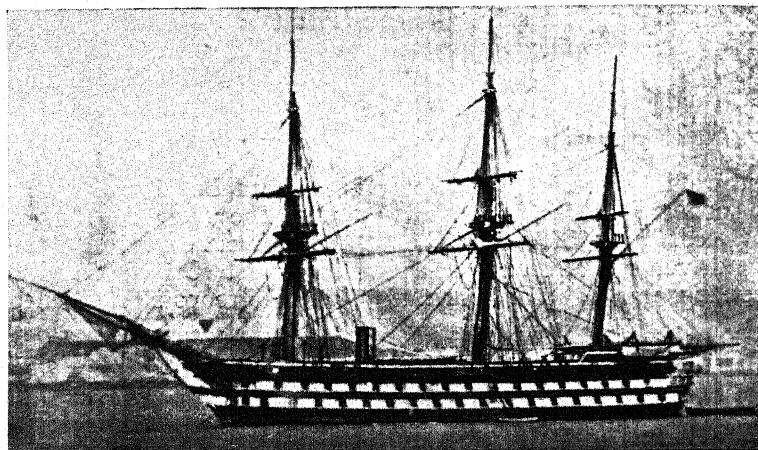
The British fleet consisted of 20 sail of the line, and the French had 23. The British lost 21 killed and 100 wounded. On May 19th, 1780, the "Centurion" took part in the third and indecisive action between Rodney and De Guichen. This engagement was of exactly the

same character as that fought four days previously. The British loss was 47 killed and 113 wounded.

In 1783 the "Centurion" assisted the "Hussar" to capture the French 20-gun frigate "Sybille."

On May 5th, 1794, the "Centurion" assisted the "Orpheus" to capture the French 34-gun frigate "Duguay Trouin" in the East Indies.

On October 22nd, 1794, the "Centurion," cruising off Mauritius under the command of Captain Samuel Osborne, in company with the "Diomedé," saw and

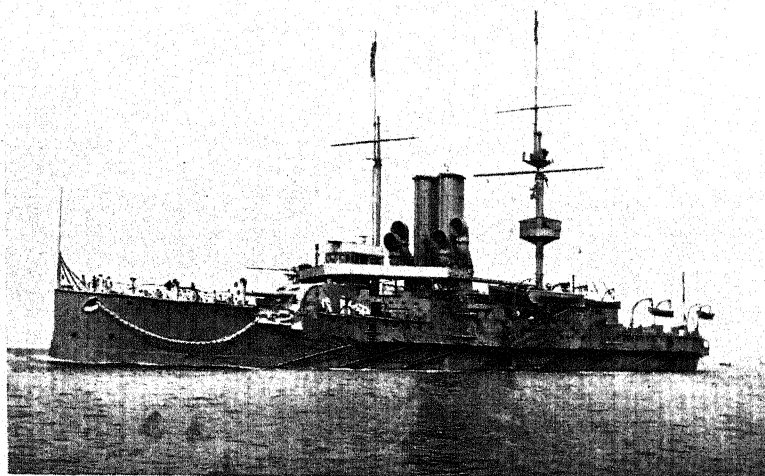


Captain Robert H. Paul, R.N.

THE SEVENTH "CENTURION."

chased four French ships. An action began at 3.30 P.M. The "Diomedé" held back, for which her captain was subsequently dismissed the service, and the brunt of the fighting fell on the "Centurion," which ship lost both her fore and mizzen topgallant masts, and had 3 men killed and 24 wounded. The French ships escaped, but not before they had lost 38 killed and 87 wounded.

In 1795 the "Centurion," commanded by Captain Samuel Osborne, and a number of transports with troops sailed from Madras under Rear-Admiral Peter Rainier with his flag in "Suffolk," to attack the Dutch possessions in Ceylon. On August 3rd the troops were landed 4 miles from Trincomalee, and on the 23rd the English batteries opened fire. On the 26th the Dutch surrendered the place with 100 serviceable guns and 679 officers and men. The Navy lost 1 killed and 6 wounded, and the English troops had 14 killed and 48 wounded. On the 31st the fort of Ostenburg surrendered, and on September 18th Batticaloa followed suit. Jaffnapatam, near Point Pedro, was taken possession of on September 28th by a subsidiary expedition



From the photograph by Ernest Hopkins.

THE EIGHTH "CENTURION."

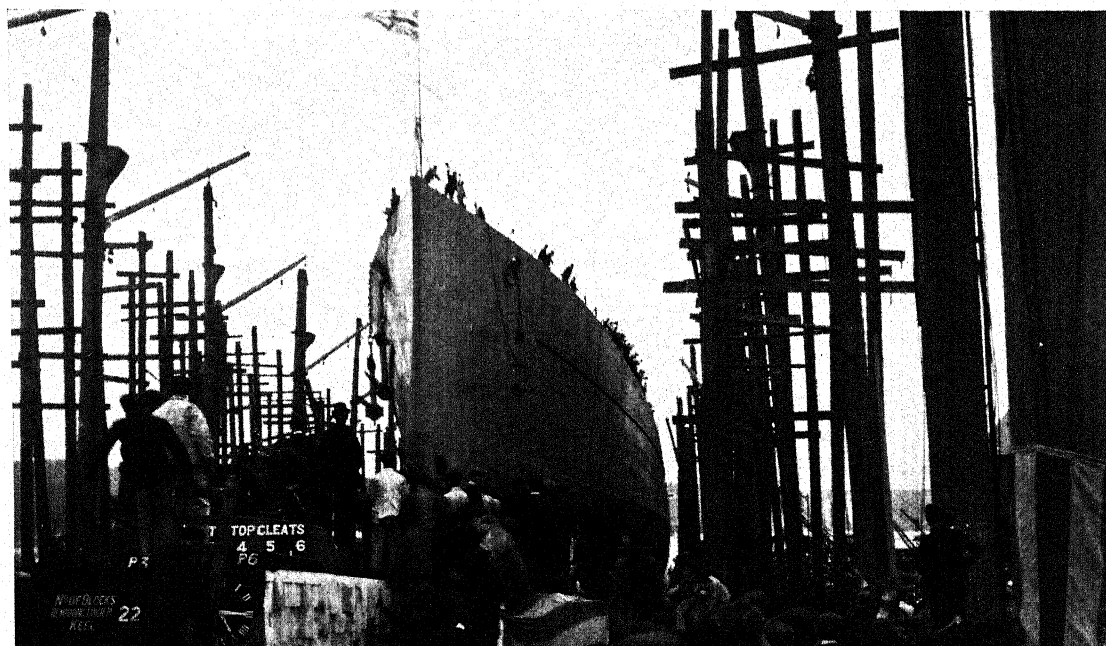
under Captain Osborne of the "Centurion," and before the end of the year all the Dutch settlements on the Indian mainland were under the British flag.

In 1796 the "Centurion," commanded by Captain Samuel Osborne, was in a squadron of five vessels commanded by Rear-Admiral Peter Rainier with his flag in "Suffolk." On February 16th they arrived off Amboyna in the Molucca Islands, and took possession without resistance. On March 5th they proceeded to the Banda Islands, and disembarked a force at

Banda Neira. After some resistance the Islands were surrendered the same day. At each of these places valuable stores and treasure were taken, and a captain's share of the prize money amounted to £15,000.

In 1799 the "Centurion," in company with the "Albatross," and commanded by Captain John Sprat Rainier, appeared before Suez on April 27th, while the French were in Egypt. These vessels chased two French gunboats into the harbour, and caused considerable alarm during the two months they remained in the neighbourhood; but having no troops on board they did not endeavour to take the town. The "Centurion" landed a small detachment, which, however, was driven out by the French general Kléber early in 1800. On August 23rd, 1800, the "Centurion," assisted by three other ships, captured a Dutch 16-gun brig in the East Indies.

On September 15th, 1804, the "Centurion," commanded by Acting-Captain James Robert Phillips, was lying at Vizagapatam when she was attacked by three French ships,



LAUNCH OF THE NINTH "CENTURION."

From the photograph by Abrahams & Sons.

the "Marengo," 74, the "Atalante," 40, and the "Sémillante," 36. After one hour's action the French were actually beaten off, and the "Centurion's" captain, James Lind, joined the ship from the shore, having been attracted by the sound of firing. Later in the day the French ships again approached, and after a further two hours' action they were again beaten off with a loss of 4 killed and 7 wounded. The "Centurion" lost 1 killed and 8 wounded.

This action is very creditable to the "Centurion," since with 345 men and a broadside fire of 698 pounds she repulsed 1300 men with a combined broadside fire of 1700 pounds.

When the French Admiral Linois tried to excuse himself to Napoleon, the reply was, "France cared for honour, not for a few pieces of wood."

In 1811 Lord Cochrane called attention, in the House of Commons, to the fact that the "Centurion" had been eleven years continuously in the East Indies without coming home. The point of this remark will be fully realised when it is understood that the men were not paid until the ship reached home, and during the whole commission had not received a farthing of pay.

In 1823 the "Centurion" was broken up at Halifax.

The sixth "CENTURION" was the name given in 1826 to the old "Clarence," a 50-gun ship, built at Turnchapel in 1812. She was of 1749 tons and carried a crew of 450 men. Her length, beam, and draught were 176 ft., 48 ft., and 17 ft.

In 1828 this "Centurion" was broken up.

THE KING'S SHIPS

CENTURION

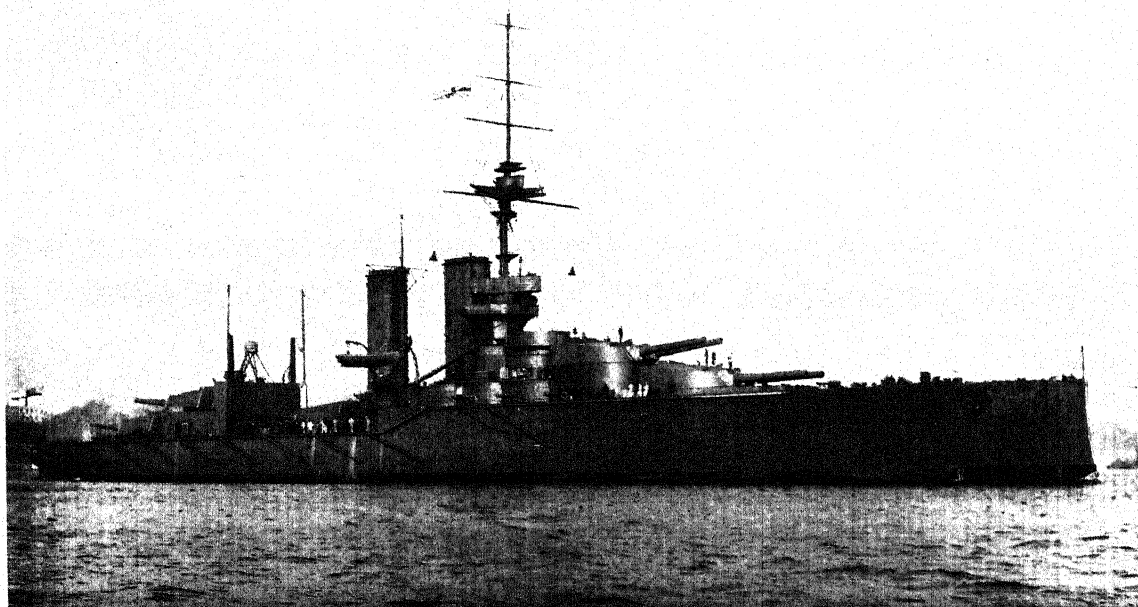
The seventh "CENTURION" was an 80-gun ship, launched at Pembroke in 1844. She was of 2590 tons, and carried a crew of 750 men. Her length, beam, and draught were 190 ft., 57 ft., and 19 ft.

The "Centurion" was fitted with a screw and engines of 400 horse-power in 1856.

In 1870 the "Centurion" was sold for £8200.

The eighth "CENTURION" was a 14-gun twin-screw battleship, launched at Portsmouth in 1892. She was of 10,500 tons, 13,214 horse-power, and 18 knots speed. Her length, beam, and draught were 360 ft., 70 ft., and 25 ft.

In 1900 the "Centurion," commanded by Captain John R. Jellicoe, and flying the flag of Vice-Admiral Sir Edward Hobart Seymour, took part in the third China war or "Boxer Riots."



THE NINTH "CENTURION."

From the photograph by Abrahams & Sons.

Sir Edward Seymour was the senior flag-officer of the Eight Nationalities assembled in the Far East, and as such presided over their Councils.

On June 9th a detachment from the "Centurion" proceeded in a Naval Brigade of mixed nationalities, 2000 strong, with 19 guns, for the relief of Peking, under Vice-Admiral Sir Edward Seymour. This expedition went through some very severe fighting, and suffered a loss of 2 officers and 63 men killed, and 20 officers and 210 men wounded before withdrawing. Captain Beyts, R.M.A., of the "Centurion," was killed, and Captain John R. Jellicoe, who behaved with great gallantry, and 4 other officers of the same ship were wounded.

From June 26th to July 11th, a detachment of officers and men from the "Centurion" assisted in the capture and defence of Tientsin, and during this period lost 5 killed and 14 wounded.

In August the "Centurion" contributed a number of officers and men to a British Naval Brigade, which advanced to the final and satisfactory relief of Peking, with 20,100 troops under Lieutenant-General Sir Alfred Gaselee.

In 1910 this "Centurion" was sold at Portsmouth for £26,200.

The ninth "CENTURION" is a 10-gun turbine battleship, launched at Devonport in 1911. She is of 25,000 tons, 30,000 horse-power, and 21 knots speed. Her length, beam, and draught are 555 ft., 89 ft., and 28 ft.

CHALLENGER

The Wars of the French Revolution and Empire—

The reduction of San Sebastian . . . 1813

Assisted to destroy French "Flibustier" . . . 1813

The occupation of Vera Cruz . . . 1860

Punitive expedition in the Fiji Islands . . . 1868

Nares's voyage of scientific research . . . 1872-6



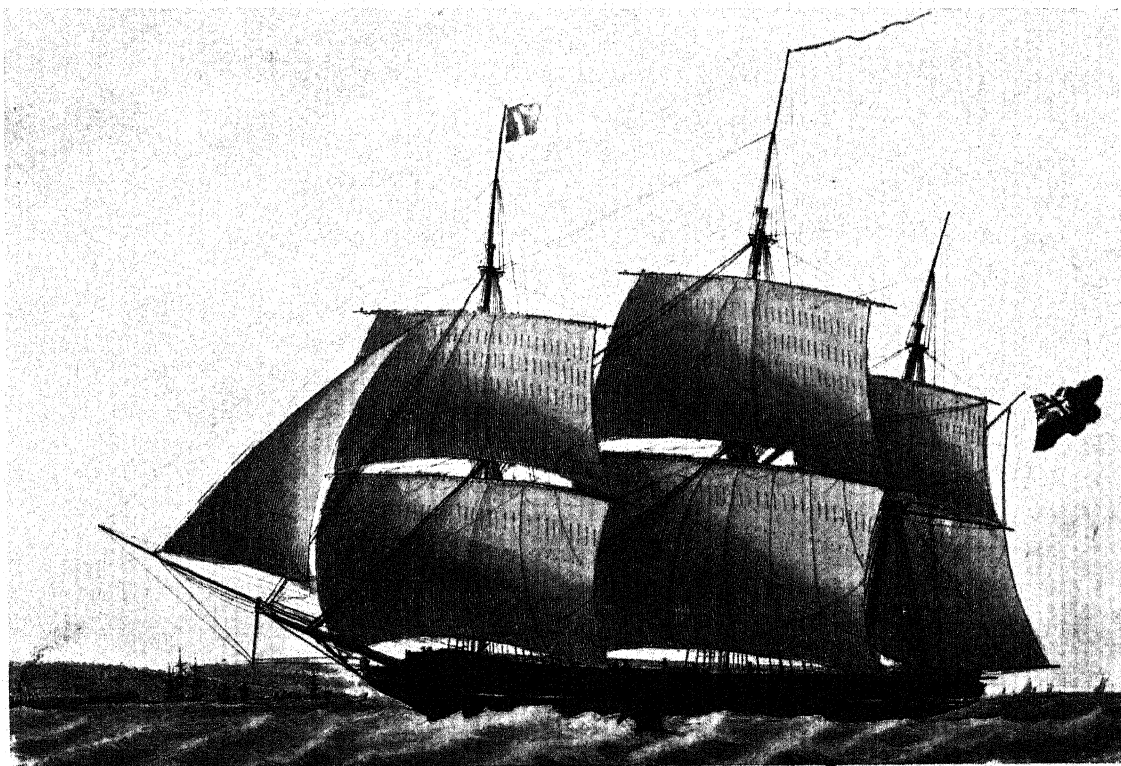
CHALLENGER.—One who conveys a defiance or summons to fight a duel, or an invitation to a contest of any kind. A sentinel crying his call is a challenger.

The first "CHALLENGER" was a 16-gun vessel, launched on the Thames in 1806. She was of 285 tons and carried a crew of 95 men. Her length, beam, and draught were 96 ft., 25 ft., and 10 ft.

On May 12th, 1811, the "Challenger," while commanded by Commander Goddard Blenerhassett, was captured by a French frigate off Isle Bay.

The second "CHALLENGER" was an 18-gun brig sloop, launched at Redbridge in 1813. She was of 387 tons and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 11 ft.

In 1813 the "Challenger," commanded by Commander Frederick Edward Venables Vernon, was one of a fleet of about seventeen vessels which assisted in the reduction of San



Engraved by Henry Moses.

THE THIRD "CHALLENGER."

T. H. Parker, Brothers.

THE KING'S SHIPS

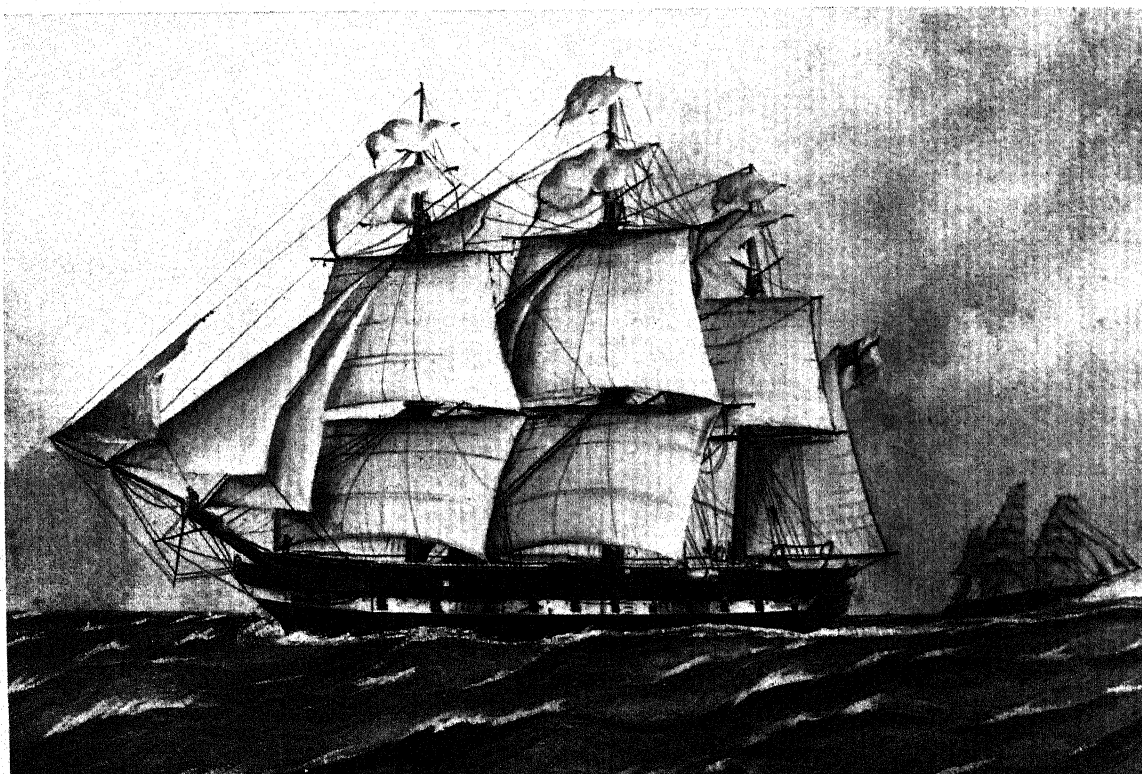
CHALLENGER

Sebastian on the Spanish coast during the months of July and August. A detachment of seamen were landed to assist the military, and San Sebastian was successfully stormed and captured.

In October 1813 the "Challenger," commanded by Commander F. E. V. Vernon, and assisted by the "Telegraph" and "Constant," engaged the French 16-gun vessel "Flibustier" at the mouth of the Bayonne River with such good effect that the French set fire to their ship, which blew up.

In 1820 the "Challenger" was fitted as a mooring lighter at Trincomalee, and in 1824 she was sold at that place for 3000 rupees.

The third "CHALLENGER" was a 28-gun frigate, launched at Portsmouth in 1826. She was of 603 tons and carried a crew of 175 men. Her length, beam, and draught were 126 ft., 33 ft., and 13 ft.



Painted by Admiral Pelham Aldrich.

THE FIFTH "CHALLENGER."

Vice-Admiral Sir George S. Nares.

On May 19th, 1835, the "Challenger," commanded by Captain Michael Seymour, was wrecked and lost on the coast of Chile, two lives being lost.

The fourth "CHALLENGER" was a 16-gun corvette laid down at Chatham about 1845 to the designs of the Earl of Dundonald. She was to have been of 810 tons, and of length, beam, and draught 134 ft., 37 ft., and 15 ft.

Before the construction had gone very far, the Admiralty stopped the progress of it.

The fifth "CHALLENGER" was an 8-gun screw corvette, launched at Woolwich in 1858. She was of 2306 tons, 1260 horse-power, and 8 knots speed. Her length, beam, and draught were 200 ft., 40 ft., and 15 ft.

In 1860 the "Challenger," commanded by Captain John James Kennedy, acted against Mexico and occupied Vera Cruz, the Mexicans having postponed the payment of indemnities to persons who had suffered in recent revolutions. Without pressing their claims to a definite conclusion the British forces decided to withdraw.

In August 1868 the "Challenger," flying the broad pennant of Commodore Rowley Lambert, proceeded to the Fiji Islands on a punitive expedition to avenge the murder of a missionary and some of his dependents. The boats proceeding to Rewa, shelled several villages and killed some of the natives. On the British side two persons only were wounded.

In 1872 the "Challenger" was commissioned by Captain George Strong Nares, and having been properly equipped, was despatched on a scientific expedition round the world. This expedition has justly acquired a world-wide reputation for the immense extent and value of its researches, more especially those connected with deep sounding and dredging, and the scientific examination of the great ocean beds. It has occupied many years to work up the numerous collections; and the work is a monument to one more peace victory gained by the British Navy for the good of the whole civilised world. Captain Nares was recalled home during the voyage to proceed upon Arctic exploration. At the time of publication (1913) this vessel is still used for harbour service under the Captain of Chatham Dockyard.

The sixth "CHALLENGER" is an 11-gun twin-screw cruiser, launched at Chatham in 1902. She is of 5880 tons, 12,500 horse-power, and 21 knots speed. Her length, beam, and draught are 355 ft., 56 ft., and 21 ft.

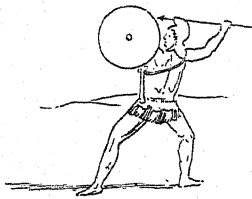


THE SIXTH "CHALLENGER."

From the photograph by Ernest Hopkins.

CHAMPION

The War of American Independence—		
Action at Commendah on Gold Coast . . .	1781	Engagement with French invasion flotilla off Le Havre 1805
Hood's action with De Grasse off St. Kitts . . .	1782	Action with French "Vétéran" 1806
The battle of Dominica	1782	
The Wars of the French Revolution and Empire—		The first Burmese War—
Popham's expedition to Ostend	1798	Action at Nepadee Ridge 1825
Captured French "Anacreon"	1799	Boat operations in the Irrawaddy 1825
Recaptured British "Bulldog" from French . . .	1801	
The blockade of the French coast	1805	The bombardment of Mellone 1826
		The Chilian revolution at Valparaiso 1891



CHAMPION.—One who comes forward to defend a cause single-handed. A defender. The first in some athletic exercise or trial of skill.

The first "CHAMPION" was a 24-gun ship sloop, launched in 1779 at Ipswich. She was of 519 tons and carried a crew of 160 men. Her length, beam, and draught were 114 ft., 32 ft., and 9 ft.

On May 28th, 1781, the "Champion" attacked the Dutch fort of Commendah on the Gold Coast and was repulsed.

In 1782, under the command of Captain Thomas West, the "Champion" was in a fleet of 30 ships commanded by Rear-Admiral Sir Samuel Hood, Bart., with his flag in "Barfleur." On January 23rd they put to sea to meet a French fleet said to have been seen off St. Kitts in the West Indies. The fleets were in sight of one another on January 23rd. All the forenoon they manœuvred for position. The French were commanded by Admiral Comte de



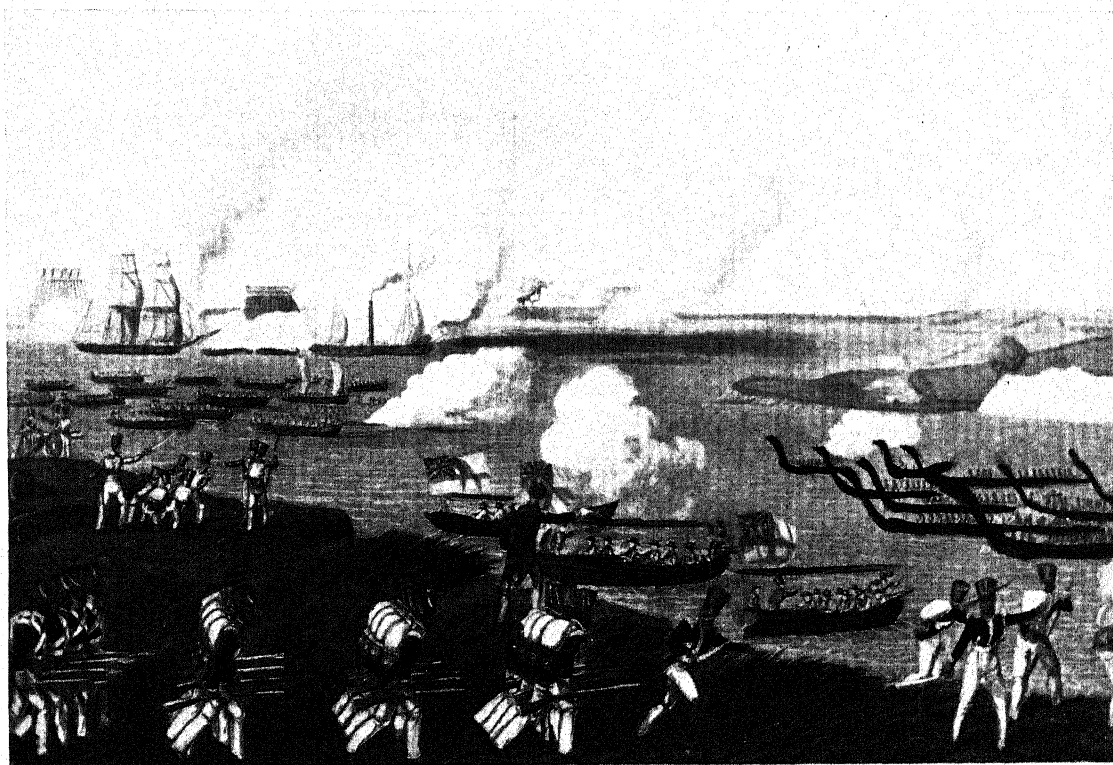
Painted by N. Pocock.

HOOD'S DEFENCE AT ST. KITTS.

The Painted Hall, Greenwich.

Grasse. By 2.30 P.M. the French were attacking the British rear without success. When the French endeavoured to cut off a ship in rear, the "Bedford" and other ships threw all their sails aback and went to her support. By 4 P.M. Hood had anchored his whole fleet at St. Kitts and had taken possession of the roadstead. All firing ceased at 5.30 P.M., and Hood then anchored his fleet in line of battle. The French returned to the attack on the following morning, and an action of great fury began at 9 A.M. in which the French swept down the sides of the anchored fleet. The attempt failed again during the afternoon and Sir Samuel Hood was left in possession until February 13th, when he sailed after dark, having given the French a very severe check. The British lost 72 killed and 244 wounded. The French lost 107 killed and 207 wounded.

In April 1782 the "Champion," commanded by Captain Thomas West, was attached to



After Captain Thornton, R.N.

Rear-Admiral R. P. F. Purefoy, R.N.

THE BURMESE WAR.

a fleet of 36 ships under Admiral Sir George Rodney, who flew his flag in "Formidable." On April 9th, they met in the West Indies, between Dominica and Guadeloupe, a French fleet of 30 ships of the line, commanded by Vice-Admiral Comte de Grasse with his flag in "Ville de Paris." De Grasse at once detached his convoy into Guadeloupe. Two actions took place this day of an hour and an hour and a half duration. The English received some injuries and lay to that night for repairs. On the three following days the English fleet chased De Grasse. The two fleets met again on April 12th, and the French ships fired the first shot at 8 A.M. By 9 o'clock the action was general, and the English ships broke the French line in three different places. The action was brought to a conclusion at 6 P.M. by the surrender of the French flagship "Ville de Paris." Sir George Rodney's failure to follow up the action by a pursuit was much criticised. Rear-Admiral Sir Samuel Hood said that twenty French ships would have been captured had the Commander-in-Chief chased. The British lost 243 killed and 816 wounded, and 2 captains out of 36 were killed. The French loss in killed and wounded has never been stated, but must have been considerably higher than that of the English; of captains alone 6 were killed out of 30. The English lost no ships. The French lost 5 captured, and 3 crippled ships were despatched to seek safety in friendly harbours. On April 17th Rear-Admiral Sir Samuel Hood was sent in pursuit of the enemy. He captured

THE KING'S SHIPS

CHAMPION

four French ships, two of which were crippled and seeking safety. Sir George Rodney was created a peer for this victory, with £2000 a year settled on the title in perpetuity.

In 1797 the "Champion" was one of the ships involved in the mutiny at the Nore.

In 1798 the "Champion," commanded by Captain Henry Raper, was in a fleet of 25 vessels, commanded by Captain Home Riggs Popham in the "Expedition." They were destined for the destruction of the lock-gates and sluices of the Bruges Canal at Ostend. This was to prevent troops being passed through which were intended for the invasion of England. A body of troops, commanded by General Sir Eyre Coote, accompanied the ships and were safely landed at Ostend on May 19th in most unfavourable weather. The ships then engaged the batteries, which replied with such vigour that very soon some of the ships had to haul off. The lock-gates and sluices are said to have been destroyed by the soldiers but, the weather being too bad to re-embark, the troops were overpowered and forced to capitulate with a loss of 65 killed and wounded.

On June 26th, 1799, the "Champion" captured the French 16-gun ship "Anacreon."

On September 16th, 1801, the "Champion," commanded by Captain Lord William Stuart, recaptured from the French off Gallipoli in Italy the British 18-gun ship "Bulldog."



From an old print.

THE BURMESE WAR.

A. Ackermann.

On July 23rd, 1805, a flotilla of small French craft destined for the invasion of England sailed from Le Havre. They were observed by the "Champion," Captain Robert Howe Bromley, and three small craft. The British at once chased and attacked. In a couple of hours many had been driven ashore, while the remainder had been forced to take refuge under the French batteries. The British lost only 2 killed and 3 wounded in this service, but the "Champion" and her consorts were so mauled that they had to proceed to the Downs to refit.

On August 10th, 1806, the "Champion," commanded by Captain R. H. Bromley, while escorting a convoy

home from Quebec was attacked by the French 74-gun ship "Vétéran," which vessel was commanded by Prince Jérôme Bonaparte, the youngest brother of the Emperor Napoleon. The "Champion" managed to escape, but six of the merchantmen were taken and burned.

Tiring of the West Indies, Prince Jérôme had parted company with his fleet during a dark night and sailed for Europe without permission.

In 1810 the "Champion" became a receiving ship at Sheerness, and she was sold in 1816.

The second "CHAMPION" was a small cutter, hired and armed for service in 1783.

The third "CHAMPION" was a 48-ton armed cutter with a crew of 21 men that was hired for service in 1794.

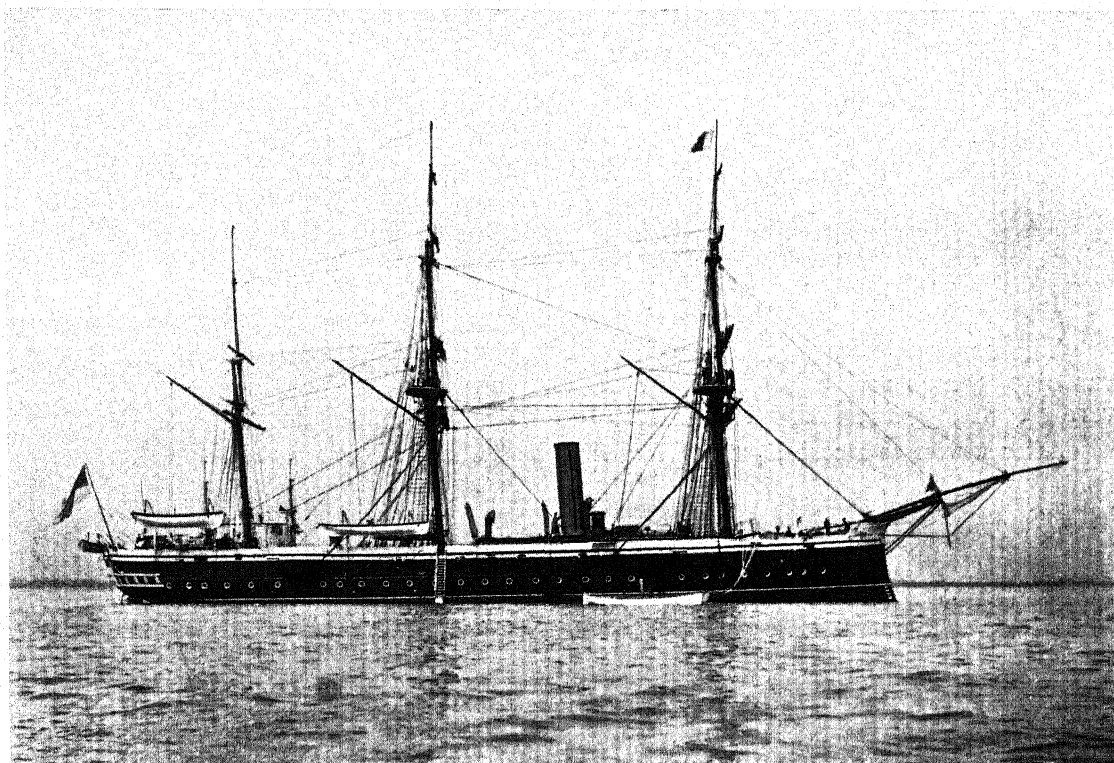
The fourth "CHAMPION" was an 18-gun ship sloop, launched at Portsmouth in 1824. She was of 456 tons and carried a crew of 125 men. Her length, beam, and draught were 109 ft., 31 ft., and 11 ft.

On November 14th, 1825, the "Champion," commanded by Commander John Fitzgerald Studdert, arrived at Rangoon to take part in the first Burmese war. The operations were not of such a nature that the ship could take part, but a large party in boats went up to the army

headquarters. On December 1st the flotilla engaged the Burmese entrenched on Nepadee Ridge, and advancing up the Irrawaddy captured numerous boats, before the Treaty of Peace was signed on January 3rd, 1826.

On January 19th hostilities broke out again; Mellone was bombarded, assaulted, and captured, and a large body of Naval men were employed. On February 24th a peace was finally concluded. The Navy received the thanks of both Houses of Parliament, and the C.B. was conferred on several officers, in addition to some minor promotions. The medal for this war was conferred on the survivors twenty-six years afterwards.

In 1864 the "Champion" was lent to the Committee on Floating Obstructions. After experiments with percussion fuzes, the wreck of the ship was taken to pieces at Portsmouth in 1867.



THE FIFTH "CHAMPION."

From the photograph by Ernest Hopkins.

The fifth "CHAMPION" is a 14-gun screw corvette, launched at Glasgow in 1878. She is of 2380 tons, 2300 horse-power, and 13 knots speed. Her length, beam, and draught are 225 ft., 44 ft., and 19 ft.

In August 1891 the "Champion," commanded by Captain Frederick St. Clair, co-operated with some American, French, and German vessels in landing men at Valparaiso in order to protect the consulates during a Chilean revolution. The officers of the international parties placed themselves in front of the muzzles of some machine guns with which the president-elect had intended to decimate the civilian populace.

After some years' service in the training squadron the "Champion" became a stokers' training-ship at Chatham.

The sixth "CHAMPION" is a turbine light cruiser, laid down at Messrs. Hawthorn Leslie's yard on the River Tyne in 1913.

CHARGER

The Wars of the French Revolution and Empire—Action with Danish gunboats off Saltholm, 1808.



CHARGER.—A war horse (also a large dish).

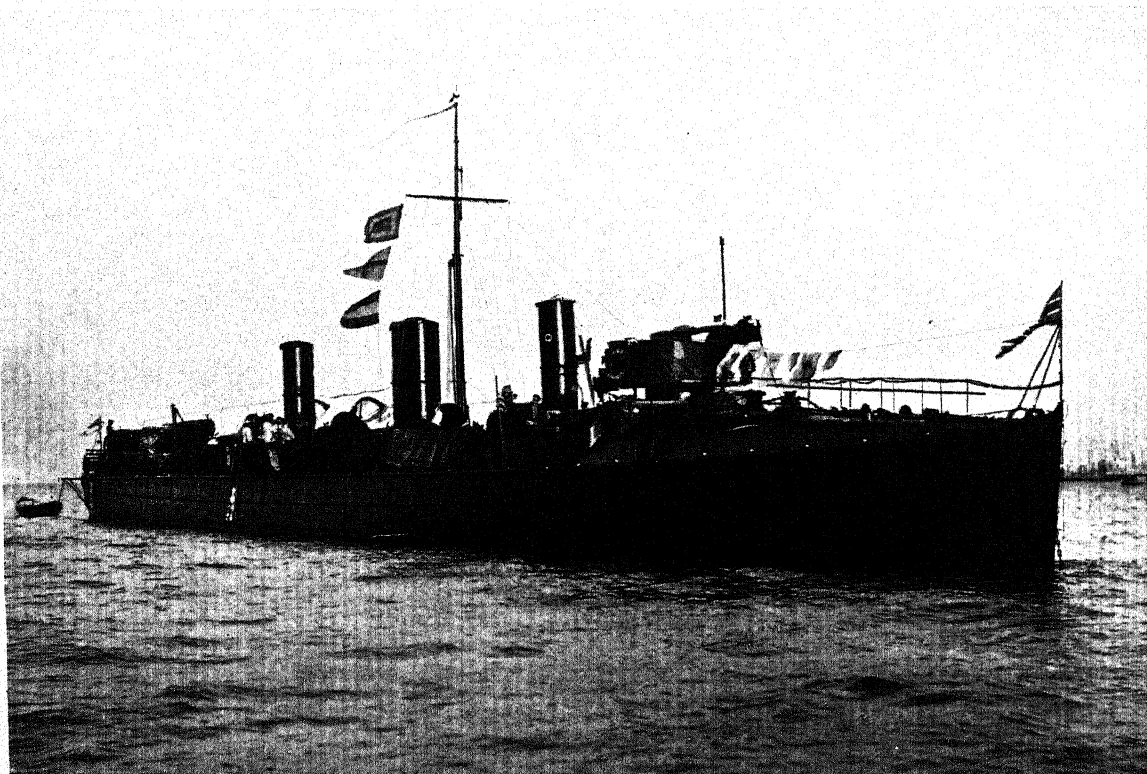
The first "CHARGER" was a 12-gun brig, launched on the river Thames in 1801. She was of 179 tons and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 7 ft.

On June 9th, 1808, the "Charger," commanded by Lieutenant John Aitken, while in company with three other small vessels escorting a convoy of 70 sail, was attacked in a calm off Saltholm by 25 Danish gunboats. The Danish vessels had the best of the encounter, for they captured one English gunbrig and several vessels of the convoy. The "Charger" and others beat off the Danes and managed to escape.

In 1814 the "Charger" was sold.

The second "CHARGER" was an old steam vessel, purchased in 1830. She was of 733 tons and carried a crew of 80 men. Her length, beam, and draught were 155 ft., 33 ft., and 7 ft.

After service as a coal depot at Woolwich the "Charger" was broken up in 1851.



THE FOURTH "CHARGER."

From the photograph by Ernest Hopkins.

The third "CHARGER" was a 2-gun screw gunboat, launched at Northfleet in 1856. She was of 236 tons and 60 horse-power. Her length, beam, and draught were 108 ft., 22 ft., and 5 ft., and she carried a crew of 36 men.

The "Charger" ended her naval career by becoming a buoy boat at Halifax in 1866.

The fourth "CHARGER" was a twin-screw, torpedo-boat destroyer, launched at Poplar in 1894. She was of 290 tons, 3700 horse-power, and 27 knots speed. Her length, beam, and draught were 190 ft., 18 ft., and 5 ft.

In 1912 this destroyer was sold at Chatham for £1600.

CHARYBDIS

Action at Cartagena 1842
Chastisement of Malacca pirates 1874
The Indian River 1874
Intervention in the Malay States 1874

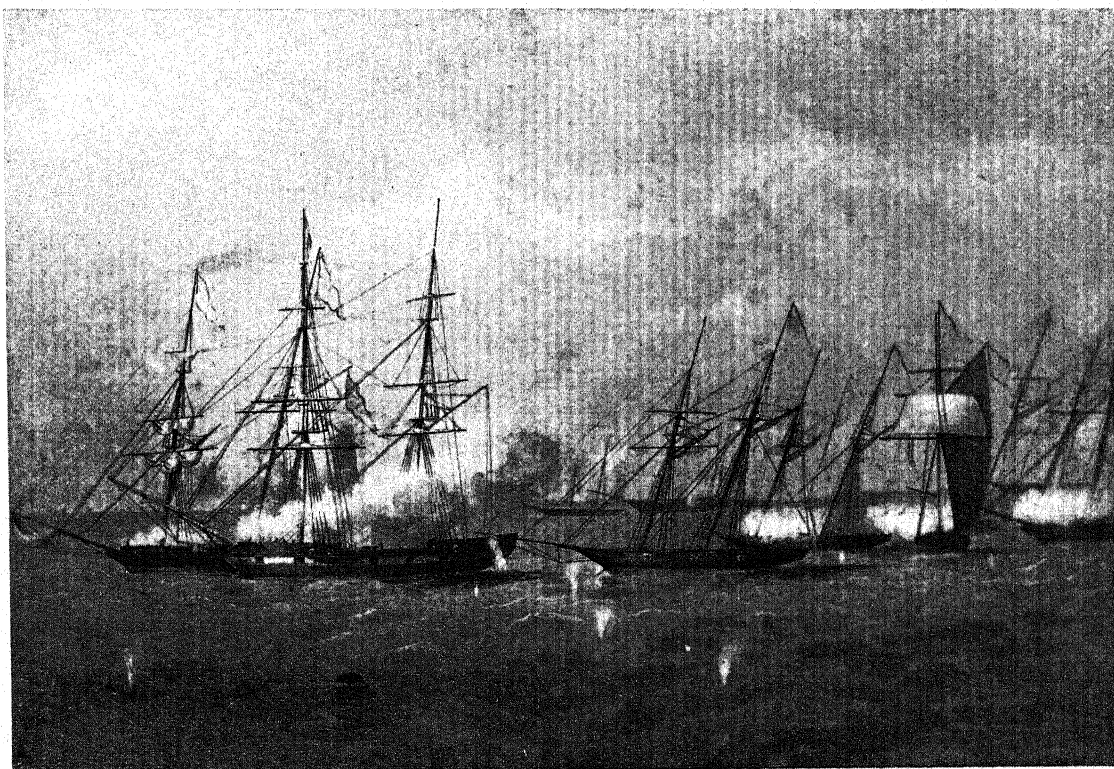
The Jameson Raid 1896
The blockade of Venezuela 1902
The seizure of the Venezuelan gunboats 1902
The bombardment of Puerto Cabello 1902



CHARYBDIS.—A dangerous whirlpool on the coast of Sicily, opposite the rock of Scylla on the coast of Italy, in the Strait of Messina. According to Homer, it proved fatal to part of the fleet of Ulysses. The difficulty of escaping both the whirlpool and the rock gave rise to the proverb of "Avoiding Scylla and falling into Charybdis"; meaning that in our eagerness to fly from one evil we may fall into another. According to fable, Charybdis was a Sicilian woman, who, having stolen the oxen of Hercules, was struck with Jupiter's thunderbolt and was changed into a whirlpool.

The first "CHARYBDIS" was an 18-gun brig sloop, launched at Hythe in 1809. She was of 385 tons and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 11 ft.

In 1819 the "Charybdis" was sold.



After Lieutenant J. B. Warre, R.N.

T. H. Parker, Brothers.

SECOND "CHARYBDIS" OFF CARTAGENA WITH PRIZES,

THE KING'S SHIPS

CHARYBDIS

The second "CHARYBDIS" was a 6-gun brigantine, launched at Portsmouth in 1831. She was of 232 tons and carried a crew of 60 men. Her length, beam, and draught were 90 ft., 25 ft., and 9 ft.

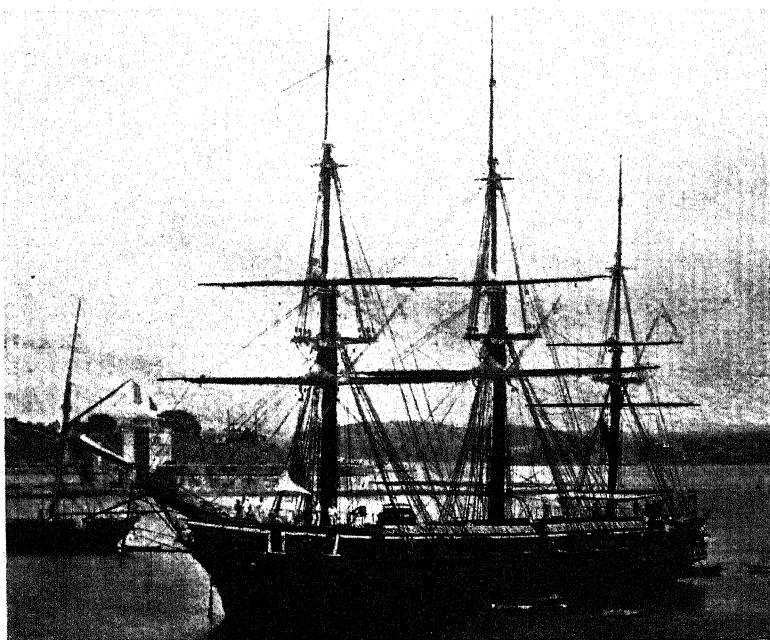
In February 1842 five Cartagena vessels of war seized two British vessels, plundered them, and cast their crews and passengers into prison. The British Consul could obtain no redress. The "Charybdis," with but three guns mounted, commanded by Lieutenant Michael de Courcy, arrived off the port of Cartagena and, having demanded the immediate release of the British subjects, received an insulting and contemptuous reply.

Forthwith the "Charybdis," with only 55 men, entered the harbour and attacked the Cartagena flotilla of one corvette, a brig, and three schooners. In a short time the corvette struck, having lost her commodore and 25 men killed. The brig and schooners furiously attacked the "Charybdis," but the British gunnery quickly sank the brig, whereupon the schooners surrendered. The whole action lasted less than an hour, and Lieutenant de Courcy was promoted for this service.

In 1843 the "Charybdis" was sold.

The 3rd "CHARYBDIS" was a 17-gun screw corvette, launched at Chatham in 1859. She was of 2250 tons, 1400 horse-power, and 11 knots speed. Her length, beam, and draught were 200 ft., 40 ft., and 20 ft.

In May 1874, in company with two other vessels, the "Charybdis," commanded by Captain Thomas Edward Smith, proceeded up the Lingie River near Malacca, which was a focus of piratical activity. Some stockades



Rear-Admiral Honourable Thomas S. Brand.
THE THIRD "CHARYBDIS."

were burned at Bukit Tiga, and the river Lingie was reopened to the trade with the rich tin mines in the interior.

In September 1874 the "Charybdis," with the "Hart" in company, took part in an expedition to the Indian River and composed some differences between the rulers of Johore and Pahang.

In November 1874 the "Charybdis," with the "Hart" in company, took part in an expedition to the Lukit River to intervene in serious disputes which had arisen between the Rajah of Sungei Ujong and one of his feudatories named Bandar. It was decided to support the Rajah, and a small Naval brigade of 73 officers and men were landed with troops on November 26th. After some brief fighting the Malay feudatory abandoned Campayang, and escaped into the bush. One sailor was mortally wounded and 50 of the enemy's coolies were killed. Search parties were sent out in various directions, but they failed to catch Bandar, who did not surrender until some weeks later.

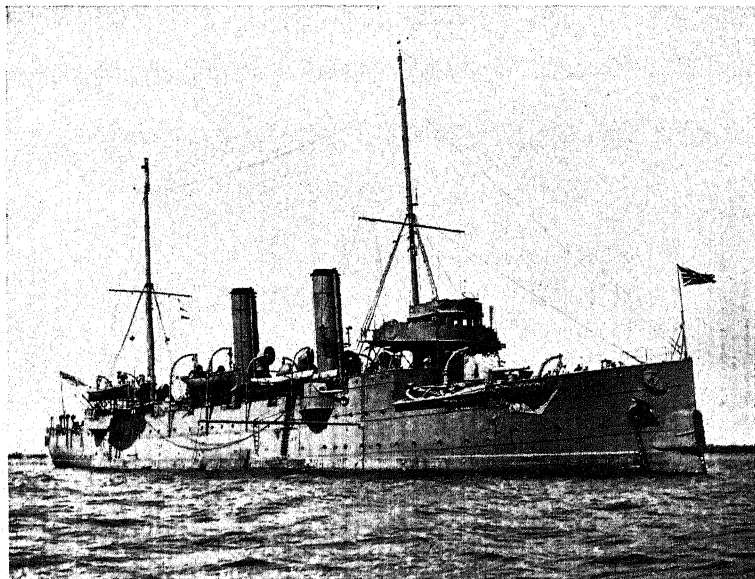
In 1880 this vessel was handed over to the Canadian Government as a training ship, and in 1884 she was sold at Halifax.

The fourth "CHARYBDIS" is a 10-gun twin-screw cruiser, launched at Sheerness in 1893. She is of 4360 tons, 9000 horse-power, and 19 knots speed. Her length, beam, and draught are 320 ft., 49 ft., and 19 ft.

In 1896 the "Charybdis," commanded by Captain John McQuhae, was one of a squadron of six ships which was specially commissioned as a reply to a congratulatory telegram from the German Emperor to President Paul Kruger on the occasion of Dr. Jameson's raid. The ships were called the Particular Service Squadron, and were commanded by Rear-Admiral Alfred Taylor Dale with his flag in "Revenge."

In December 1902 the "Charybdis," flying the broad pennant of Commodore R. A. J. Montgomerie, was at the head of a combined English and German fleet which established a blockade of the Venezuelan coast which they divided between them for the purpose. This retaliatory measure was taken on account of outrages on British ships and subjects for which no satisfaction could be obtained. Nine Venezuelan gunboats or small craft were seized by the boats of the fleet, and two were taken to sea and sunk. President Castro immediately imprisoned all British and German subjects, but he was forced to release them by the American Consul.

A British merchant ship was seized by the mob at Puerto Cabello, but the "Charybdis" at once proceeded to the place, and having released the ship, bombarded the fort. After an eight weeks' blockade the Venezuelans consented to arrangements, that brought the blockade to a conclusion, Commodore Montgomerie having acted with great tact and firmness throughout. A small Italian force also assisted in the blockade.



From the photograph by Ernest Hopkins.

THE FOURTH "CHARYBDIS."

CHATHAM

The War of the English Succession—		
The battles off Barfleur and La Hogue	1692	
Rooke's defence of the Smyrna Convoy	1693	
Assisted to capture two French vessels	1693	
Action with French ships	1697	
The War of the Spanish Succession—		
Minor operations in the Channel	1702	
Action with French "Auguste"	1704	
Minor operations in the Channel	1704	
A judicious retreat	1705	
Captured French "Connétable"	1705	
Various Operations in the Baltic	1715-26	
The Seven Years' War—		
Assisted to capture French "Aréthuse"	1759	
		The bombardment and blockade of Le Havre 1759
		Hawke's Action with De Conflans in Quiberon Bay 1759
		Minor operations in the East Indies 1760-61
		The War of American Independence—
		The occupation of Rhode Island 1776
		The occupation of Narragansett Bay 1776
		The defence of a convoy 1779
		Operations in Chesapeake and James River 1781
		Captured French "Magicienne" 1781
		Vancouver's Voyage of Discovery 1791-95
		The discovery of Chatham Islands 1791
		The funeral of Vice-Admiral Viscount Nelson 1805



CHATHAM.—A parliamentary and, since 1891, municipal borough, river port, fortified town, and naval arsenal, in the county of Kent, situated on the right bank of the Medway, at the upper part of its estuary, 30 miles E.S.E. of London. It forms almost one continuous town with Rochester on the west, but itself has few objects of interest, being much of it ill built and irregular, although great improvements have been effected in recent years. The dockyard was founded by Elizabeth on the site now occupied by the gun wharf before the threatened invasion of the Spanish Armada. Upnor Castle was built to defend it. A dock was started on the present site by James I., and Charles I. and succeeding sovereigns extended it. It is one of the principal royal shipbuilding establishments in the kingdom. The dockyard has a river frontage of over three miles, and contains several building slips, and wet-docks sufficiently capacious for most of the larger ships. Three great wet-docks on reclaimed marsh land were completed in 1883 after the labour of seventeen years, and a total cost of about three million pounds, including the cost of the site, as well as convict labour at Portland valued at £400,000. The reclaimed land extended to 400 acres, and the aggregate water area of the three new wet-docks, is 67 acres. Adjoining the dockyard, on the east side, are the Royal Naval Barracks, opened in 1903. There is a Royal Naval Hospital covering an area of 39 acres on the Chatham lines, erected at a cost of over three-quarters of a million pounds and opened by His Majesty the late King Edward the Seventh on July 26th, 1905.

The first "CHATHAM" was a 50-gun ship, launched at Chatham in 1691. She was of 686 tons and carried a crew of 230 men. Her length, beam, and draught were 126 ft., 34 ft., and 12 ft.

In 1692 the "Chatham," commanded by Captain John Leader, was in the Blue or Rear squadron of the combined Anglo-Dutch fleet under Admiral of the Fleet Edward Russell, who flew his flag in "Britannia," which met the French under Admiral Comte de Tourville, who flew his flag in "Soleil Royal."

The English and Dutch had 99 ships of the line, 38 frigates and fireships, and 6756 guns.

The French fleet had 44 ships of the line, 13 frigates and fireships, and 3240 guns.

The fleets met off Cape Barfleur on May 19th. The action began at 10 A.M., and was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd twelve of their men-of-war were burned in the Bay of La Hogue. In this last affair the French had hauled their ships close in shore, and the French troopers, intended for the invasion of England, rode down and assisted in the defence, but were pulled off their chargers by the seamen's boathooks. The French ships made a most gallant defence, but were completely defeated at the end of the six days' operations. Some twenty of them escaped by running through the dangerous Race of Alderney, and four even went all the way round Scotland in order to reach a French port in safety.

In 1693 the "Chatham," commanded by Captain John Leader, was one of an Anglo-Dutch fleet of 32 vessels, under Vice-Admiral Sir George Rooke with his flag in "Royal Oak," which formed an escort for a huge convoy of 400 sail of merchantmen of mixed nationalities, proceeding for the most part to the Mediterranean, and spoken of as the Smyrna Convoy. This expedition showed the need of a Naval Intelligence Department more vividly than most. The French heard of the departure, and despatched 90 ships, under Tourville and D'Estrés, to wait at Lagos, and to intercept the convoy. Rooke despatched a ship into Lagos for information, but she got becalmed and could do nothing. On June 17th ten French men-of-war were seen

and chased, and a fireship was captured; 80 French ships were then sighted, and Rooke tried to avoid them. But the enemy's van pursued, and by the evening brought some of the convoy and rearmost Dutch ships to action. Two Dutch ships made a desperate defence, but were captured. The convoy was dispersed, and Rooke with the fleet escaped to Madeira. The net result was that 2 Dutch men-of-war and 92 merchantmen to the value of upwards of a million pounds were taken, burned, or destroyed. Rooke's prudence and the disobedience of some of Tourville's captains saved the greater part of the convoy, but the fault undoubtedly lay with the home authorities, who did not discover the danger until too late; and although they despatched vessels in pursuit of Rooke with information, these did not reach him until too late.

On the return from Madeira, after the unfortunate affair just described, the "Chatham,"



After Isaac Sailmaker. Engraved by M. Vander Gucht.

British Museum.

THE BATTLE OFF BARFLEUR.

while in company with the "Monck," managed to capture two French 30-gun merchantmen with rich cargoes, and a number of troops on board returning from the West Indies.

In April 1697 the "Chatham," commanded by Captain Samuel Whitaker, was one of a squadron of five ships proceeding to the West Indies, in escort of a convoy, under Captain George Symonds in the "Norwich." On May 5th, about 200 miles from the Scilly Islands, the English vessels ran into four French ships. The English mounted 150 guns on this occasion as against 182 French guns. Two of the smaller English ships were very soon taken, and the enemy pursued the others for three days, keeping up a running engagement, and then leaving to go in chase of the merchant convoy, which had become badly scattered in the meantime. The "Chatham" and "Norwich" each lost about forty killed or wounded, and suffered a great deal of damage. Captain Symonds's conduct of his command was looked upon so unfavourably that he was dismissed the service by sentence of court-martial when the affair was close on a year old.

In the summer of 1702 the "Chatham," while commanded by Captain Robert Bokenham, cruised in the English Channel, and made some small successes against a few French small craft.

On November 12th, 1704, the "Chatham," commanded by Captain Robert Bokenham,

THE KING'S SHIPS

CHATHAM

and in company with the "Elizabeth," 70, in the Channel, fell in with a French squadron of three ships under Du Guay-Trouin, the famous French admiral. The "Elizabeth" struck her colours to the "Jason" after a poor resistance. Her captain was cashiered and sentenced to be imprisoned for life, but received some remission of his sentence, and ended his life as an ordinary Greenwich pensioner. The "Chatham" engaged the French 54-gun ship "Auguste" with great spirit, but, finding that the action was not going in the direction she wished, finally succeeded in getting away altogether. The "Chatham" managed to capture a few unimportant small French craft in the Channel during 1704.

On January 13th, 1705, the "Chatham," while commanded by Captain Robert Bokenham, just out of sight of her own fleet, and cruising near the mouth of the English Channel, again sighted the two French 54-gun ships "Jason" and "Auguste." The "Chatham" promptly



Painted by B. West.

BOAT-FIGHTING OFF LA HOGUE.

The Painted Hall, Greenwich.

retired before so superior a force, and was at once chased towards the British fleet. This fleet immediately came to her rescue, and one of the French ships was taken. On the following day the "Chatham" engaged and captured the French 30-gun privateer "Connétable."

Later on in 1705 the command of the 54-gun ship "Auguste," which had been twice engaged by the "Chatham," was bestowed upon Captain Robert Bokenham, who commissioned her as the "August" in September 1705.

In July 1715 the "Chatham" was one of a fleet of 18 ships under Admiral Sir John Norris which arrived in the Baltic and allied itself to a Dutch fleet. The allies then joined the Danes, who at that time were engaged in fighting the Swedes, but they did not themselves take part in any fighting.

In June 1716 the "Chatham" under Admiral Sir John Norris was one of a fleet of 19 ships which arrived in the Baltic, where they joined their Russian, Dutch, and Danish allies. Many difficulties arose, and neither the Danish nor British admiral would take orders from each other. The Tsar Peter I. therefore assumed command, but nothing of moment occurred.

In 1717 the "Chatham" was one of a fleet of 31 ships under Admiral Sir George Byng which sailed for the Baltic when it was discovered that the Swedish minister in London was implicated in some Jacobite scheming. The ships remained there for some months, but no

fighting took place before they returned to England; the "Chatham" helping to escort the homeward-bound convoy from Danzig.

In 1721 the "Chatham" was rebuilt at Deptford, and she became of 756 tons, with a length, beam, and draught of 134 ft., 36 ft., and 13 ft.

In 1726 the "Chatham" was one of a fleet of 20 ships under Vice-Admiral Sir Charles Wager which proceeded to the Baltic to lend weight to English representatives in certain matters connected with the results of the Treaties of Hanover and Vienna. The English fleet proceeded to Revel and remained there several months, but there was no fighting.

In 1749 this ship was sunk as a breakwater at Sheerness, and in 1762 she was finally taken to pieces.

The second "CHATHAM" was a ship which had been built as a hulk at Chatham in 1694. She was of 714 tons, and she had a caretaking crew of 7 men. Her length, beam, and draught were 153 ft., 32 ft., and 12 ft.

There would seem to be very few instances nowadays of ships being actually built as hulks, the more common practice being of course to devote an old worn-out or out-of-date vessel to this purpose. One of these instances, however, is brought to mind in the case of the training-ship "Exmouth" at Grays in Essex. The Metropolitan Board of Management, desiring to replace the old wooden man-of-war, built themselves a steel ship to replace her, and although the new ship is an enormous improvement for training-ship purposes, the superficial observer would certainly find it difficult to detect from the outside that the vessel was a new ship.

The country received long service from the second "Chatham," because it was not until 1813 that she was broken up at Chatham.

The third "CHATHAM" was a small advice boat, captured from the French by the first "Chatham" during 1704. She was renamed "Chatham" in honour of her captor, and was but of 65 tons, with a length, beam, and draught of 53 ft., 17 ft., and 6 ft.

In 1707 this little vessel was sold for £51.

The fourth "CHATHAM" was a 4-gun vessel, launched at Chatham in 1716. She was of 60 tons, and carried a crew of only 6 men. Her length, beam, and draught were 56 ft., 16 ft., and 6 ft.

She did duty as Commissioners' yacht at Chatham, and in 1742 she was sold for £80.

The fifth "CHATHAM" was a 6-gun vessel, launched at Chatham in 1741. She was of 74 tons, and carried a crew of 10 men. Her length, beam, and draught were 59 ft., 17 ft., and 6 ft. She replaced the previous vessel as Commissioners' yacht.

In 1793 this ship was rebuilt at Chatham.

In December 1805 this little vessel, then acting as yacht to Captain the Hon. George Grey, the Commissioner at Sheerness, assisted in the arrangements for the obsequies of Vice-Admiral Lord Nelson, who had been killed in action off Cape Trafalgar some three months previously, and whose body had been brought to English waters by his flagship "Victory."

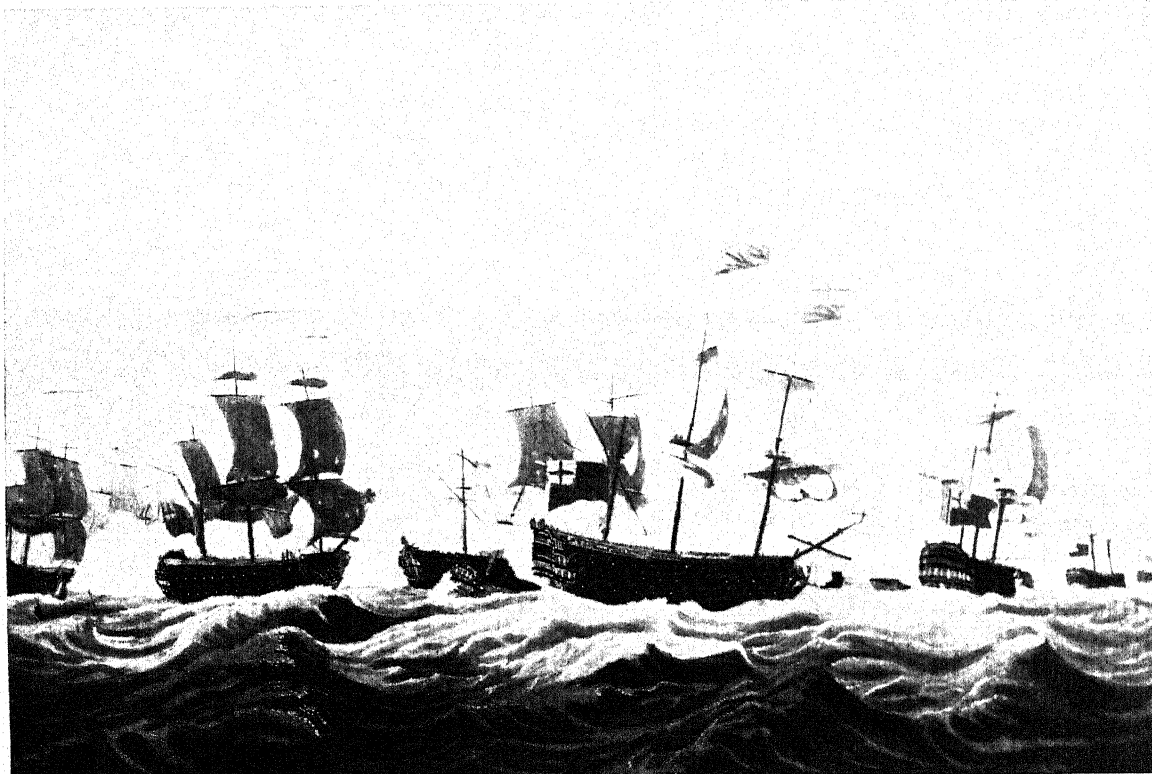
The Commissioner had received an order from the Admiralty to send his yacht to the Nore for the conveyance of the body to Greenwich Hospital, where it was to lie in state, previous to the national funeral at St. Paul's Cathedral.

On December 21st it blew so hard that any communication with the "Victory" would have been impossible, so it was not until the 22nd that the "Chatham" proceeded in search of the "Victory," which was sighted at noon crossing the flats from Margate.

In the evening, when the Commissioner and his officers arrived on board the "Victory" and had declared the melancholy purpose for which they had come, "a general gloom and impressive silence pervaded the whole ship. The body, which lay in the late Admiral's cabin, was placed on a table with a Union Jack before it; it was so well preserved, wrote Clarke and M'Arthur in their three-volume edition of Lord Nelson's Life, that all who had known Lord Nelson immediately recognised it. The officers of the "Victory" and some of the late Commander-in-Chief's friends attended to take their last farewell. The body was afterwards attired in the Vice-Admiral's uniform, and laid in the coffin made from a part of the mainmast

of the French ship "L'Orient," while a second coffin of lead covered the whole. On the coffins being lowered into the "Chatham," the flag of the Vice-Admiral, which had been flying in his flagship, half-mast high, ever since the battle of Trafalgar, was struck on board the "Victory" for the last time, and sent on board the "Chatham," where it was again hoisted at half-mast.

On December 23rd the yacht and attendant vessel, having anchored below Gravesend, got under way with a favourable light air, and directly the vessels were seen from the shore, those military honours commenced that were paid throughout the "Chatham's" passage up the river. As she passed, and while the "Chatham" continued in sight, minute guns were fired from Tilbury and the batteries at Gravesend, all ships lowered their colours, and the shore was lined with volunteers under arms. At high water the yacht anchored about two miles below



After F. Swaine. Engraved by P. Benazech.

BATTLE OF QUIBERON BAY.

T. H. Parker, Brothers.

Woolwich, and at 11 A.M. of the next day, December 24th, she again got under way. The military were drawn up in line with reversed arms for a mile below the Arsenal at Woolwich, and in the same way in the Arsenal and Dockyard; all the colours were lowered, minute guns were again fired, the bells tolled and the bands played a solemn dirge, making a truly impressive scene as the "Chatham" passed. The navigation of the river was much impeded by the number of boats present, and on approaching Greenwich these increased considerably, many persons being anxious to be admitted on board the "Chatham," earnestly begging to be allowed only to touch the coffin.

The yacht continued to pass slowly along the line of troops under easy sail, and anchored off Greenwich Hospital during the afternoon. At 7 P.M. on Christmas Eve the body was landed at the centre gate of the Royal Hospital, amidst an immense number of spectators, and was conveyed through the crowd with much difficulty to the Record room to wait until the Painted Hall was ready for its reception.

Here the "Chatham's" connection with this historic progress ends; a full account of the subsequent obsequies will be found in the sixth volume of this work under "Victory."

In 1842 this "Chatham" was lengthened 10 ft., and her new tonnage was 104 tons.

In 1867 this yacht was broken up at Chatham.

The sixth "CHATHAM" was a 50-gun ship, launched at Portsmouth in 1758. She was of 1052 tons, and carried a crew of 350 men. Her length, beam, and draught were 147 ft., 40 ft., and 16 ft., and she was a notoriously bad sailer.

On May 18th, 1759, the "Chatham," assisted by the "Venus" and "Thames," captured the French 36-gun ship "Aréthuse."

On July 2nd, 1759, the "Chatham," commanded by Captain John Lockhart, sailed from Spithead in a light squadron of 17 vessels under Rear-Admiral George B. Rodney, with his flag in "Achilles." They set out with the intention of destroying the flat-bottomed boats, and the supplies which had been collected at Le Havre for a projected invasion of England. On the following day they anchored in the Road of Le Havre, and bombarding for fifty hours did immense damage, receiving only a few trivial injuries in return. Some of the ships of this squadron remained off Le Havre, establishing a blockade for the rest of the year, and captured numerous small French prizes while engaged on this service.

In 1759 the "Chatham," commanded by Captain John Lockhart, took part in Hawke's victory over the French in Quiberon Bay on November 20th. The English fleet consisted of 33 ships under Admiral Sir Edward Hawke, with his flag in "Royal George." The French fleet consisted of 25 ships under Vice-Admiral de Conflans, with his flag in "Soleil Royal." The French were sighted off Quiberon Bay at 8.30 A.M. on November 20th, and in fact the "Chatham," which was with Commodore Duff's in-shore squadron, was once, owing to her bad sailing qualities, almost within gunshot of a French 74-gun ship which was chasing her, but the approach of Sir Edward Hawke's squadron turned the tables, and the "Chatham" was able to tack and chase her enemy. The whole English fleet were soon in full pursuit. At 2 P.M. the engagement opened by the French rear firing on the English van as they came up and overlapped. At 4 P.M. the "Formidable," the French Rear-Admiral's ship, struck after having lost the Rear-Admiral and 200 others killed. Two French ships foundered at 5 P.M. through fighting their lower-deck guns in bad weather; in one case alone 780 lives were lost out of 800. Another French ship struck at 5.30 P.M. The English fleet was in a position of great danger on a lee shore with a gale of wind behind it, so it anchored at nightfall. On the morning following, the "Resolution" was seen to be on shore, wrecked and lost. The "Soleil Royal," the French flagship, in the confusion, had anchored in the middle of the English fleet, and on realising her position at once cut her cables. The "Essex" started in pursuit of her, but in their haste, both ships ran ashore and were lost. Some of the French ships, by taking advantage of the flood-tide, managed to get into the Vilaine River, and were never able to get out again. The British loss was only 50 killed and 250 wounded. Before this action, the fleet engaged on the coast was very well supplied with vegetables and provisions, etc., but after the victory, principally owing to the adverse weather, the men had to be put upon short allowance. This gave rise to the well-known lines:—

Ere Hawke did bang
Monsieur Conflans,
You sent us beef and beer.
Now Monsieur's beat,
We've naught to eat,
Since you have nought to fear.

Sir Edward Hawke was rewarded with a pension of £2000 a year, and three post-captains were given the honour of appointments as Colonels of Marines.

In 1760 and 1761 the "Chatham," commanded by Captain Thomas Lynn, was taking part in various operations against the French in Indian waters, but on at least one important occasion she was unable to keep up with the fleet at sea owing to her bad sailing qualities.

In 1776 the "Chatham," commanded by Captain Toby Caulfeild, and flying the broad pennant of Commodore Sir Peter Parker, was at the head of a squadron of five 50-gun ships and eight smaller vessels, which occupied Rhode Island and Narragansett Bay, thus closing a haven of privateers, and giving the British a base for coastwise operations.

On November 19th, 1779, the "Chatham" was escorting the trade home from Lisbon in company with the "Hussar," when a foreign warship was noticed to be approaching out of the midst of convoy. The ship turned out to be the Spanish 28-gun frigate "Nuestra Señora del Buen Confeso," which the "Hussar" at once chased, engaged, and captured after an engagement of three-quarters of an hour. The "Chatham" remained with the convoy, but

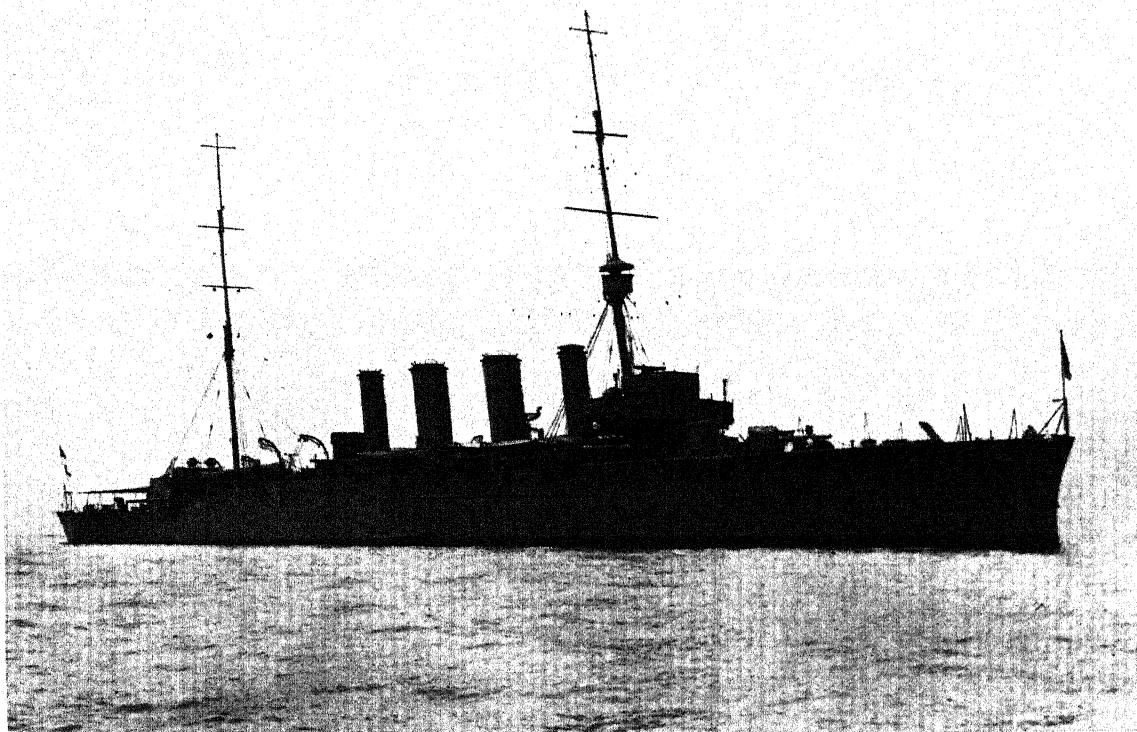
THE KING'S SHIPS

CHATHAM

would of course have given the necessary help if the action had gone badly with the "Hussar," a circumstance which is not likely to have had a very inspiring effect on the Spaniard.

In 1781 the "Chatham" was back on the American coast, and in March of that year she was one of a squadron of eight ships that assisted to escort troops from New York to the Chesapeake and James River.

On the morning of September 2nd, 1781, off the American coast, the "Chatham," commanded by Captain Andrew Snape Douglas, overtook, after a long chase, the French 32-gun frigate "Magicienne." The "Magicienne" first of all endeavoured to regain Boston, from which port she had sailed for another in New Hampshire, but finding it was not possible to escape, she very pluckily turned round to fight at close quarters. The "Chatham," of course, had all the advantage, as with a crew of 350 men she threw a broadside of 534 lb., whereas the



THE THIRTEENTH "CHATHAM."

From the photograph by Ernest Hopkins.

"Magicienne" with 280 men threw a broadside of only 174 lb. The result was inevitable, and after half an hour's action at close quarters, the "Magicienne" surrendered, with a loss of 32 men killed and 54 wounded. The "Chatham" only had 1 man killed and 1 wounded.

This "Chatham" was fitted out for convalescents in 1793, and served as a hospital at Falmouth.

In 1805 this "Chatham" was fitted as a floating magazine, and she was renamed "Tilbury." In 1814 she was broken up.

The seventh "CHATHAM" was a 4-gun brig, bought at Dover in 1788 for £1015. She was of 131 tons and carried a crew of 45 men. Her length, beam, and draught were 53 ft., 21 ft., and 9 ft.

From 1791 to 1795 the "Chatham" took part in Vancouver's Voyage of Discovery in the Pacific. When news arrived in England that the Spaniards had seized Nootka Sound, representations were at once made to the Spanish Government, which ended in the Prime Minister of that country giving a written order directing the authorities to deliver up Nootka Sound to the British Naval officer delivering the order. The "Discovery" was chosen for this duty,

and the command was given to Commander George Vancouver, an officer who had been trained by Captain Cook, who was also instructed to survey that portion of the North American coast. The "Chatham," commanded by Lieutenant William R. Broughton, accompanied the "Discovery," and both ships left England in April 1791.

They discovered King George's Sound on the S.W. coast of Australia, and proceeded thence to New Zealand and Tahiti. The "Chatham" parted company in some bad weather, and in November 1791 discovered three islands, 500 miles to the eastward of New Zealand, to which group the name of Chatham Islands was given.

The ships then proceeded to the Sandwich Islands, and on to Vancouver Island, where a narrow channel received the name of Johnstone's Strait, after the master of the "Chatham," while an adjacent archipelago, was named after the commanding officer of the "Chatham." The expedition arrived at Nootka Sound soon afterwards and was welcomed by the Spaniards. In compliance with the entreaties of the Spanish commandant that some place should receive the joint names of the British captain and of himself, the whole island received the name of Quadra and Vancouver. The "Chatham" then proceeded to examine the Columbia River, and soon afterwards her commanding officer going home with despatches, was relieved in the command of the brig by Lieutenant Peter Puget.

A further visit was then paid to the Sandwich Islands in January 1794, and the Island of Hawaii was ceded to Great Britain. The ships then returned to Nootka Sound, and later on they proceeded south, visiting Chili, at which place sailing directions were drawn up for Valparaiso. Leaving Valparaiso in May 1795, the ships arrived in England in October of the same year. It is noteworthy that during a commission of four years and nine months the "Chatham" had not lost a single man.

In 1830 the "Chatham" was sold at Jamaica for £151.

The eighth "CHATHAM" was a 4-gun schooner, bought into the Navy at Halifax in 1790. She was of 93 tons, and carried a crew of 20 men. Her length, beam, and draught were not properly measured, as the ship never came home.

In 1794 this "Chatham" was sold.

The ninth "CHATHAM" was a 10-gun vessel of 184 tons, hired for service in 1793, and discharged in April 1795.

The tenth "CHATHAM" was a 317-ton ship, launched at Frindsbury in 1811. She was built as a transport, and her length, beam, and draught were 109 ft., 26 ft., and 15 ft.

In 1825 this ship was fitted for the Breakwater department.

The eleventh "CHATHAM" was a 74-gun ship, launched at Woolwich in 1812. She was of 1860 tons, and carried a crew of 590 men. Her length, beam, and draught were 178 ft., 49 ft., and 19 ft.

This vessel, curiously enough, was partially built at Flushing. When in 1809 the Walcheren Expeditionary forces were carrying on their operations, they found the 74-gun ship "Royal Hollandois" in frame on the stocks. She was taken to pieces, and the timber being assembled again at Woolwich, the new hull was launched three years later as the "Chatham."

In 1817 this ship was sold for £5110.

The twelfth "CHATHAM" was a sheer-hulk vessel, launched at Chatham in 1813. She was of 1691 tons, and her length, beam, and draught were 145 ft., 46 ft., and 6 ft.

She did duty as a sheer-hulk at Chatham, and in 1876 she was broken up at Chatham.

The thirteenth "CHATHAM" is an 8-gun turbine cruiser, launched at Chatham in 1911. She is of 5400 tons, 25,000 horse-power, and 25 knots speed. Her length, beam, and draught are 430 ft., 50 ft., and 17 ft.

CHEERFUL

CHEERFUL.—Having good spirits, lively, animated, gladsome, joyful.

The first "CHEERFUL" was a 12-gun cutter, launched at Dover in 1806. She was of 111 tons and carried a crew of 50 men. Her length, beam, and draught were 68 ft., 20 ft., and 7 ft.

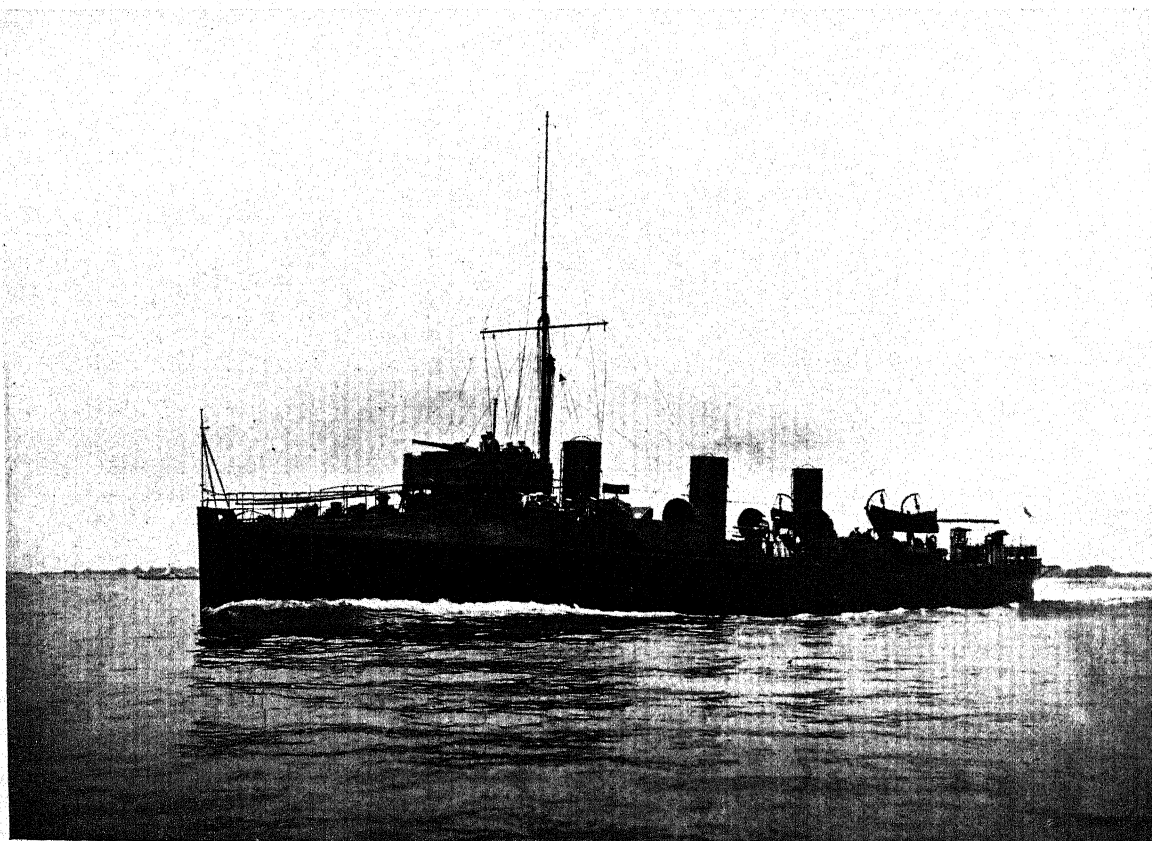
In 1816 the "Cheerful" was sold.

The second "CHEERFUL" was a small sailing cutter which dated from 1835, and was employed in the coastguard service.

The third "CHEERFUL" was a 2-gun screw gunboat, launched at Deptford in 1855. She was of 212 tons and 20 horse-power. Her length, beam, and draught were 100 ft., 22 ft., and 4 ft.

In 1869 this "Cheerful" was broken up at Portsmouth.

The fourth "CHEERFUL" is a twin-screw torpedo-boat destroyer, launched at Hebburn in 1897. She is of 370 tons, 6100 horse-power, and 30 knots speed. Her length, beam, and draught are 210 ft., 21 ft., and 8 ft.



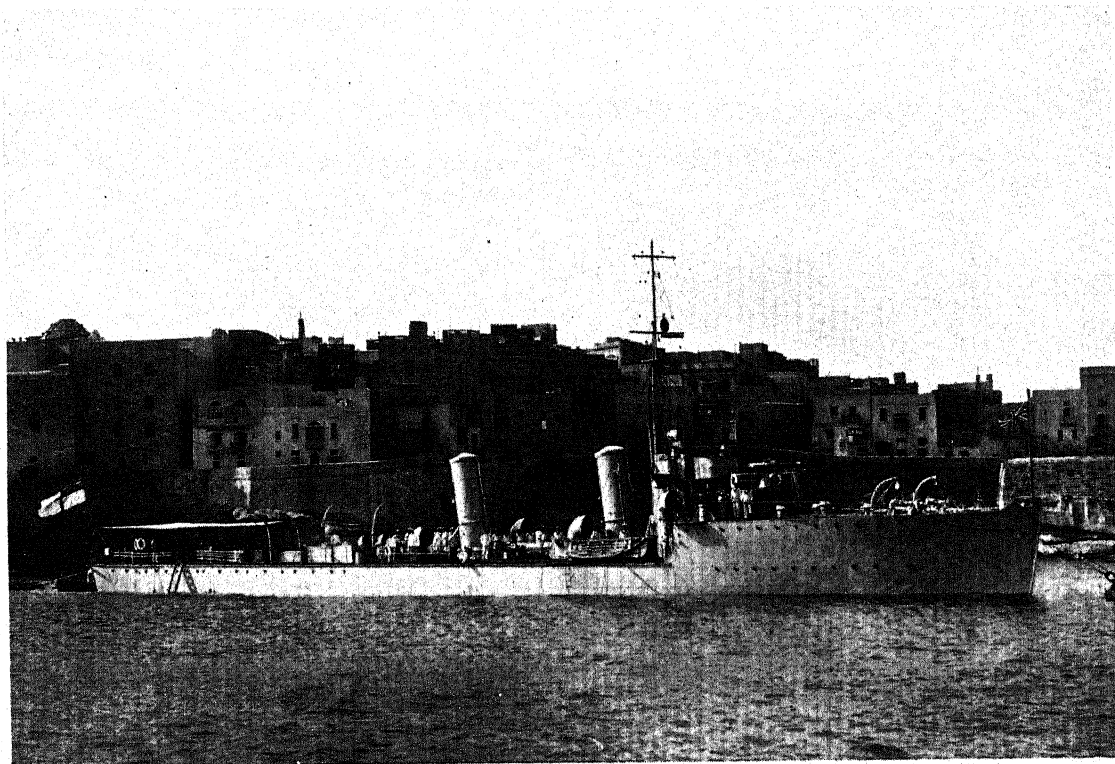
THE FOURTH "CHEERFUL."

From the photograph by Ernest Hopkins.

CHELMER

CHELMER.—A river in Essex. It rises in the north-west of the county, near the source of the Blackwater, and flows past Chelmsford into the estuary of the Blackwater.

The “CHELMER” is a twin-screw, torpedo-boat destroyer, launched at Thornycrofts' Yard in 1904. She is of 560 tons, 7500 horse-power, and 25 knots speed. Her length, beam, and draught are 222 ft., 23 ft., and 9 ft.



THE “CHELMER.”

From the photograph by Richard Ellis.

CHERWELL

CHARWELL

The Wars of the French Revolution and Empire—

The blockade of French coast . . . 1803, etc.
The bombardment of Granville . . . 1803

Operations on Canadian Lakes

Assisted to capture American "Ohio" and
"Somers" . . . 1813-14

CHERWELL.—A river rising in the south-west of Northamptonshire. It joins the Thames at Oxford after flowing past Banbury. Its name is pronounced Charwell, in accordance with the old spelling.

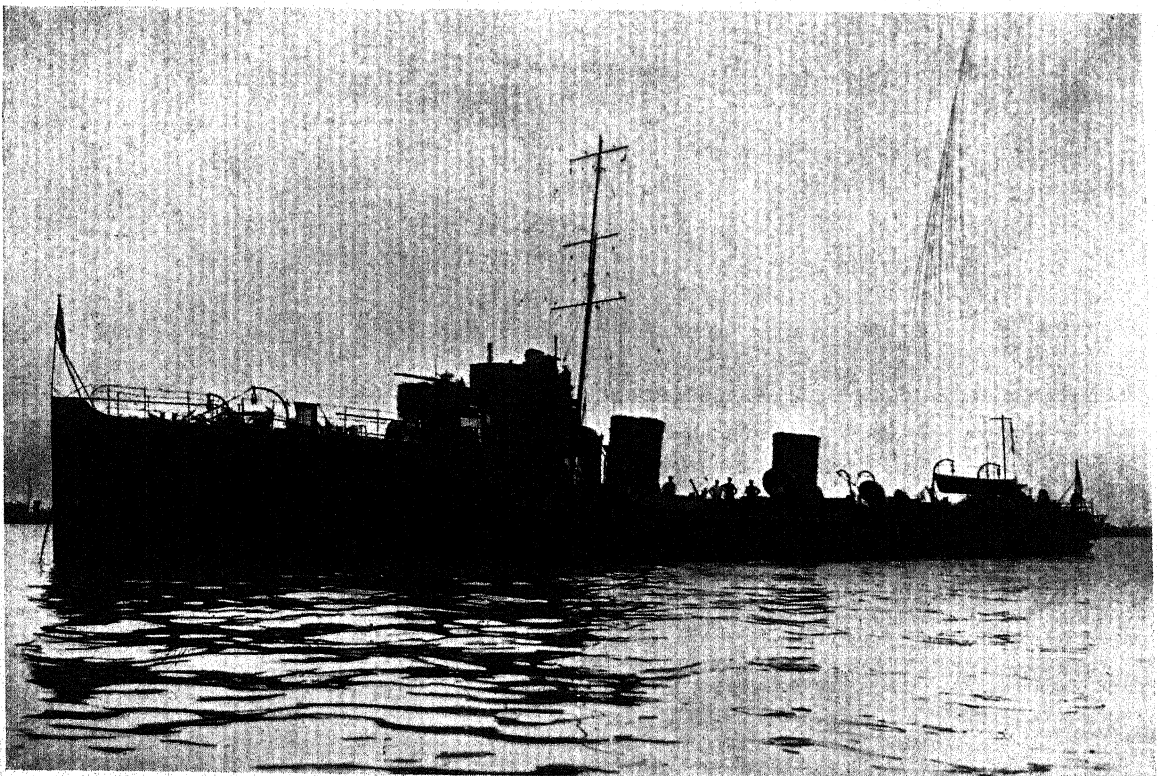
The first "CHARWELL" or Cherwell was a ship sloop of 346 tons, which as "L'Aurore" had been captured from the French in 1800 and was renamed "Charwell" in 1801. She was built at Havre in 1797, and with 16 guns carried a crew of 96 men. Her length, beam, and draught were 102 ft., 79 ft., and 7 ft.

This vessel appears to have been engaged in the blockade of the French coast. In September 1803, while commanded by Commander Philip Dumaresq, she co-operated in an attack and bombardment on the town of Granville on the French coast.

She was sold in 1813.

The second "CHARWELL" or Cherwell was a 14-gun vessel, launched at Kingston on the Canadian Lakes in 1805. She was at one time known as "Moirá." She appears to have carried a crew of 86 men, and to have been of 70 ft. length, and 24 ft. beam.

In 1814 the "Charwell," while commanded by Commander Alexander Dobbs, was one of



THE FOURTH "CHERWELL."

From the photograph by Ernest Hopkins.

THE KING'S SHIPS

the vessels in Ontario waters which furnished men for a well-conducted enterprise. On the night of August 12th some seventy-five seamen and marines under Captain Dobbs carried a gig and five boats twenty-eight miles overland to Lake Erie, launched them, and after answering a hail with the reply of "provision boat" (of which there were many in the vicinity), attacked and captured the two American schooners "Ohio" and "Somers." One lieutenant was killed, and seven seamen and marines were killed or wounded in this gallant affair.

She appears to have been disposed of about 1832 after some service as a powder-ship.

The third "CHARWELL" or Cherwell was a small transport of 439 tons, launched at Kingston on the Canadian Lakes in 1816. Her length, beam, and draught were 107 ft., 30 ft., and 8 ft.

Her name was eventually changed to No. 98.

The fourth "CHERWELL" is a twin-screw torpedo-boat destroyer, launched at Jarrow-on-Tyne in 1903. She is of 545 tons, 7000 horse-power, and 25 knots speed. Her length, beam, and draught are 225 ft., 23 ft., and 10 ft.

CIRCE

The Wars of the French Revolution and Empire—

Assisted to capture French "Espiègle"	1793
The battle of Camperdown	1797
Popham's expedition to Ostend	1798
Capture of Dutch squadrons in Nieuwe Diep and River Vleiter	1799
Captured Dutch "Lijnx" and Dutch "Perseus"	1799
Captured French "Constance"	1805
Captured French "Créole"	1807

Captured French "L'Austerlitz"	1807
Captured the Island of Marie Galante	1808
Action with French "Palinure" and French "Pilade"	1808
Captured French "Palinure"	1808
Boat attack at Martinique	1808
Destroyed French "Cygne"	1808
The capture of Martinique	1809



CIRCE.—In Greek legend, a daughter of Sol and Perse, celebrated for her skill in magic and poison-ous herbs. She married a Sarmatian prince of Colchis, whom she murdered to obtain the kingdom; but she was expelled by her subjects, and was carried by her father to an island called Aea, on the coast of Italy.

Ulysses, on his return from the Trojan war, visited her coasts, and all his companions, who ran headlong into pleasure, were changed by Circe's potion into swine. Ulysses, fortified against all enchantments by an herb called Moly which he had received from Mercury, demanded the immediate restoration of his companions to their former state. Circe complied, loading the hero with honours; and for one whole year he forgot his glory in his devotion to the enchantress.

The first "CIRCE" was a 28-gun frigate, launched at Dover in 1785. She was of 594 tons and carried a crew of 200 men. Her length, beam, and draught were 120 ft., 33 ft., and 9 ft.

On November 30th, 1793, the "Circe," assisted by the "Nymphé," captured the French 16-gun brig "Espiègle."

In 1797 the "Circe," commanded by Captain Peter Halkett, was in a fleet of 24 sail in all commanded by Admiral Adam Duncan with his flag in "Venerable." They took part on October 11th in the fight with the Dutch known as the battle of Camperdown.

The English fleet consisted of 24 ships commanded by Admiral Adam Duncan.

The Dutch fleet consisted of 26 ships commanded by Vice-Admiral de Winter with his flag in "Vryheid."

The fleets engaged at about noon, several English ships cutting through the line. The action concluded with the capture by the British of eleven Dutch ships, all of which were practically dismasted and badly damaged in the hull. The British lost 244 killed and 796 wounded, but the loss suffered by the Dutch is not known. Admiral Duncan was created Viscount Duncan of Camperdown, with a pension of £3000 a year for three lives, and the Vice-Admiral was given a Baronetcy on account of this victory.

THE KING'S SHIPS

CIRCE

In 1798 the "Circe," commanded by Captain Robert Winthrop, was one of a fleet of 25 small vessels commanded by Captain Home Riggs Popham in "Expedition." They were destined for the destruction of the lock-gates and sluices of the Bruges Canal at Ostend. This was to prevent troops being passed through which were intended for the invasion of England. A body of troops, commanded by Sir Eyre Coote, accompanied the ships and were safely landed at Ostend on May 19th in most unfavourable weather. The ships then engaged the batteries, which replied with such vigour that very soon some of the ships had to haul off. The lock-gates and sluices are said to have been destroyed, but the weather being too bad to re-embark the troops were overpowered and forced to capitulate with a loss of 65 killed and wounded.

In 1799 the "Circe," commanded by Captain Robert Winthrop, was one of a combined



Painted by T. Whitcombe.

THE BATTLE OF CAMPERDOWN.

The Painted Hall, Greenwich.

British and Russian fleet commanded by Viscount Duncan with his flag in "Kent." Fourteen of the ships proceeded direct to the Texel, and the "Circe" and two others joined subsequently. Transports accompanied the expedition in large numbers, and 37,000 British and Russian troops were landed in Holland under cover of the fire of the squadron. The Franco-Dutch troops retired before the attack. On August 28th 14 Dutch men-of-war, 3 Indiamen, and 1 sheer-hulk was taken possession of by the "Circe" in Nieuwe Diep, without resistance. The "Circe" also seized the Naval depot at Nieuwe Werk, with 97 guns and a quantity of ordnance stores. On August 30th the English men-of-war under Vice-Admiral Mitchell stood into the River Vleiter. The Dutch Commander-in-chief, Vice-Admiral Storijs, without resisting, forthwith surrendered twelve more Dutch men-of-war. The British and Russian troops were defeated and compelled to evacuate Holland, but the Naval service received the thanks of Parliament for their share in the operations.

On October 9th, 1799, the boats of the "Circe" were manned and armed by Captain Robert Winthrop, and proceeding up the river Ems they captured the 12-gun Dutch ship "Lijnx," and the 8-gun cutter "Perseus."

On November 16th, 1803, the "Circe," commanded by Captain Charles Feilding, was wrecked and lost on the Lemon and Ower shoal, but her crew were saved.

The second "CIRCE" was a 38-gun frigate, launched at Plymouth in 1804. She was of 670 tons and carried a crew of 215 men. Her length, beam, and draught were 127 ft., 34 ft., and 11 ft.

In 1805 the "Circe," commanded by Captain Hugh Piggott, captured the French 10-gun vessel "Constance."

On January 2nd, 1807, the "Circe," while in the Leeward Islands, sent away her boats under Lieutenant Thomas, who captured the French 1-gun vessel "Créole."

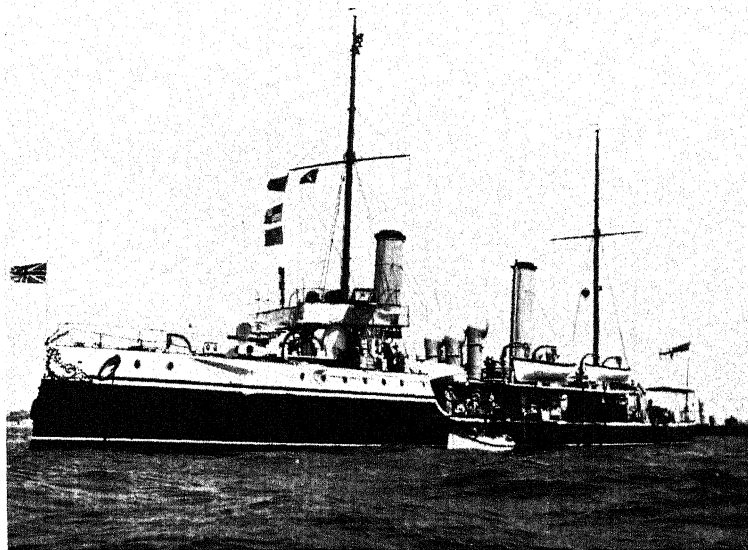
In 1807 the "Circe," commanded by Captain Hugh Piggott, captured the French 18-gun vessel "L'Austerlitz."

In February 1808 the "Circe," commanded by Captain Hugh Piggott, was one of three ships cruising off Pointe à Pitre in

Guadeloupe to repress privateers. On the morning of March 2nd two hundred seamen and marines were disembarked under Captain Piggott and at once marched on Grand Bourg, the chief town of the island of Marie Galante. They were met by a flag of truce, and the unconditional surrender of the island followed.

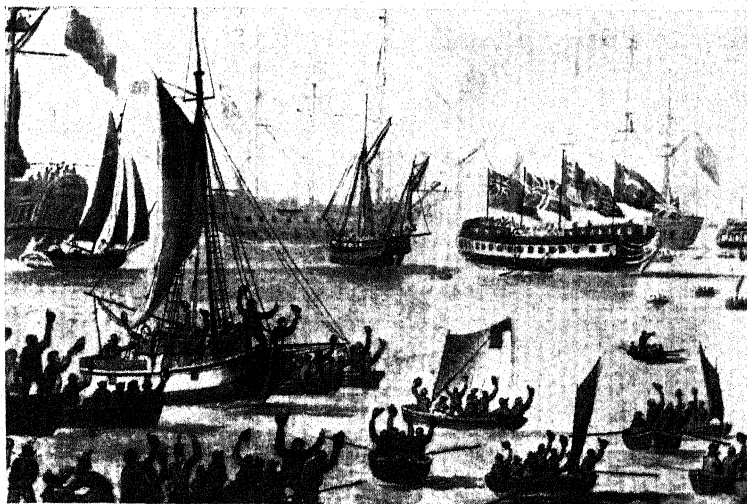
On April 22nd, 1808, the "Circe," commanded by Captain Hugh Piggott, and assisted by the "Supérieure" and "Wolverine," engaged the two French 16-gun brigs "Palinure" and "Pilade" in a running fight off Guadeloupe. The French vessels managed to escape under the batteries on the Saintes before they could be overpowered.

On October 31st, 1808, the "Circe," commanded by Captain Hugh Piggott, engaged and captured the French 16-gun brig "Palinure" after a brief action under the Diamond Rock to the S.W. of Martinique. The "Palinure" lost 15 killed and wounded, the "Circe" 2 men killed and wounded.



From the photograph by Ernest Hopkins.
THE FOURTH "CIRCE."

On December 12th, 1808, the "Circe," commanded by Captain Hugh Piggott, and assisted by four other vessels, drove on shore a French schooner at Martinique. The ships then cannonaded the French "Cygne" and another schooner which had taken shelter under the batteries. The "Circe" sent in her boats and 68 men under Lieutenant C. H. Croke, but the attack was repulsed with terrible loss. One boat was taken, another was sunk, 9 men were killed, 26 were taken prisoners or drowned, and 21 were wounded. On the 13th the attack was renewed by the boats of the "Circe" and other ships. The "Cygne's" crews



After R. Parker.

LAUNCH OF THE SECOND "CIRCE."

A. Ackermann.

THE KING'S SHIPS

CLIO

were driven to their boats and the "Cygne" was destroyed. The remaining French schooner ran ashore and was then destroyed. The British lost 3 killed and 10 wounded.

On January 28th, 1809, the "Circe," commanded by Captain Hugh Piggott, sailed from Barbados to attack Martinique in a fleet of forty-four vessels commanded by Rear-Admiral the Hon. Alexander Cochrane with his flag in "Neptune." Ten thousand troops, under Lieutenant-General Beckwith, accompanied the expedition and were landed on January 30th. The British vessels forced their way up to the head of Fort Royal Bay and compelled the French to surrender and burn their ships. Seamen landed and assisted with guns and mortars. The forts were bombarded by the ships and attacked by troops, and the whole island capitulated on February 24th. The Navy lost 8 killed and 19 wounded.

In 1814 the "Circe" was sold out of the service.

The third "CIRCE" was a 46-gun frigate, launched at Plymouth in 1827. She was of 1447 tons and carried a crew of 300 men. Her length, beam, and draught were 152 ft., 40 ft., and 15 ft.

After service as a convict ship the "Circe" was attached to the "Impregnable," the boys' training-ship at Devonport, in 1874.

The fourth "CIRCE" is a 2-gun twin-screw torpedo-boat destroyer, launched at Sheerness in 1892. She is of 810 tons, 5700 horse-power, and 20 knots speed. Her length, beam, and draught are 230 ft., 27 ft., and 9 ft.

This ship was eventually fitted as a mine-sweeping vessel.

CLIO

The Falkland Islands	1832	The Yang-tse-Kiang Expedition	1842
The first China War—		The capture of Chingkiang	1842
The bombardment and capture of Woosung	1842	Intervention at Panama	1860



CLIO.—In Greek mythology one of the nine Muses, who presides over history and epic poetry. She is represented crowned with laurels, holding in her right hand a trumpet and in her left hand a scroll.

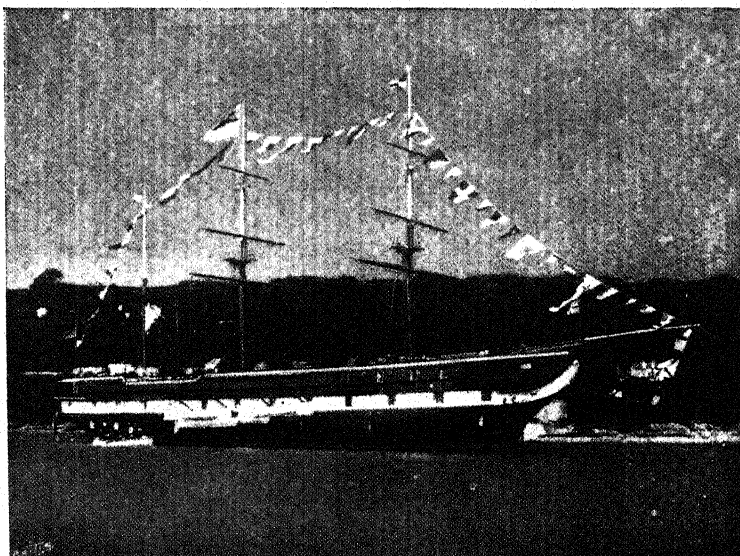
The first "CLIO" was an 18-gun brig sloop, launched at Mistlethorne in 1807. She was of 389 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 9 ft.

In 1832 the "Clio," commanded by Commander John James Onslow, was sent to reclaim possession of the Falkland Islands, which lapse of time had encouraged the Buenos Aireans and others to regard as wholly abandoned. The "Clio" arrived in December, formally exercised the rights of sovereignty, surveyed the coasts, and ejected a Buenos Aires garrison and a war schooner which were found at Port Louis, East Falkland.

In 1842 the "Clio," commanded by Acting-Captain Edward Norwich Troubridge, was engaged in the first China war.

On June 13th, 1842, the "Clio" arrived off Woosung in a fleet of 14 ships under Rear-Admiral Sir William Parker, and three days later the forts were bombarded. After two hours' fighting, towards the close of which the Chinese guns were nearly silent, detachments of seamen and marines were landed, and Woosung was captured with a British loss of only 3 killed and 20 wounded.

In July 1842 the "Clio" took part in the expedition into the Yang-tse-Kiang, which consisted of about 18 men-of-war, 9 East India Company's paddle steamers, and 40 transports carrying 9000 troops, under Rear-Admiral Sir William Parker. On July 6th the movement was commenced, and on July 20th the Chinese sent some fire rafts down the river against the fleet. The troops were landed on the following day, accompanied by a small Naval Brigade, and a few days later the town of Ching-kiang was captured. Many of the Tartar defenders deliberately slew their wives and children and then committed suicide. The General burnt himself with all his papers in his house. By September 15th everything was in readiness for an attack on Nanking, but the Chinese sued for peace. On the 29th the treaty of Nanking was signed, which ceded Hong-kong to Great Britain in perpetuity, promoted regular tariff regulations, and obliged China to pay an indemnity of twenty-one million dollars. Thus ended the China war of 1840-1842.

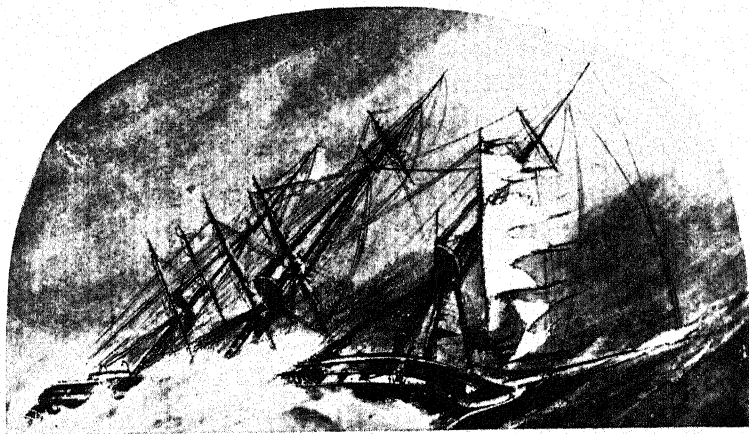


Captain F. G. C. Langdon, R.N.

THE SECOND "CLIO."

In 1845 the "Clio" was sold.

The second "CLIO" was a 22-gun screw corvette, launched at Sheerness in 1858. She was of 2306 tons, 400 horse-power, and 10 knots speed. Her length, beam, and draught were 200 ft., 40 ft., and 16 ft.



Rear-Admiral William R. Clutterbuck.

THE SECOND "CLIO" IN A GALE.

In 1860 the "Clio," commanded by Captain Thomas Miller, was instrumental in saving the city of Panama from capture by a mob and in protecting some French subjects from infuriated negro rioters.

On one occasion while in the Pacific this ship was dismasted by a hurricane, and, having run short of coal, she had to remain in one of the Pacific islands until her crew had cut sufficient wood to enable her to reach the nearest port.

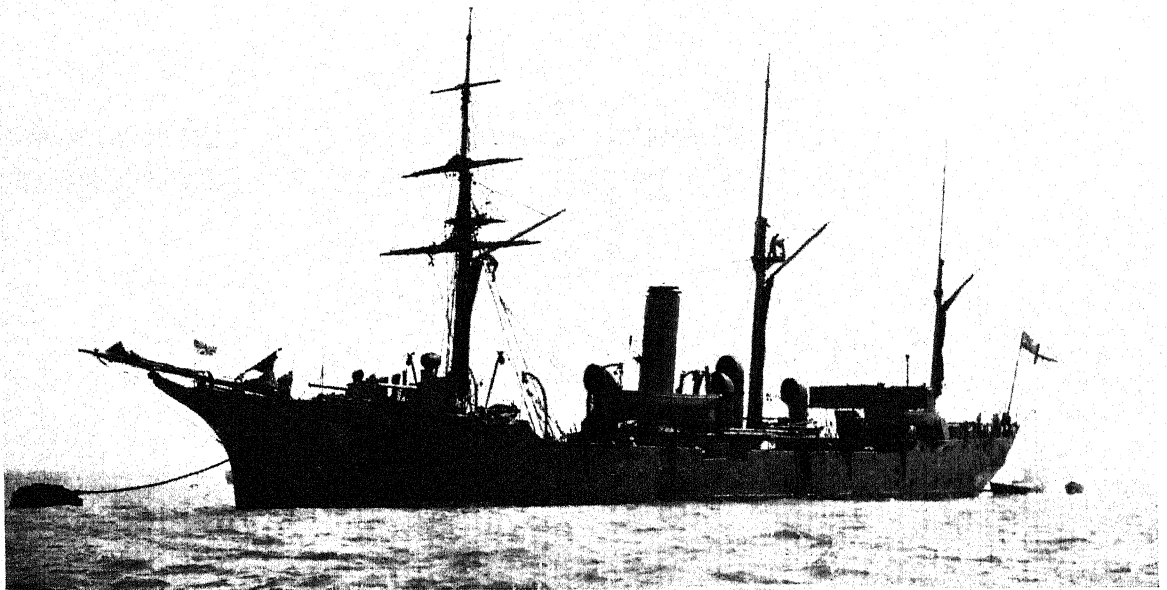
While on the Australian station the "Clio" ran on a pinnacle rock in Bligh Sound, New Zealand, which knocked a hole of considerable size in her bows. She was beached with difficulty and was afterwards taken to Sydney to undergo repairs.

In 1877 this vessel became a training-ship for boys at Bangor, under the North Wales, Chester, and Border Counties Training Ship Society, in which capacity she still acts.

THE KING'S SHIPS

CLIO

The third "CLIO" is a 6-gun screw sloop, launched at Sheerness in 1903. She is of 1070 tons, 1400 horse-power, and 13 knots speed. Her length, beam, and draught are 185 ft., 33 ft., and 12 ft.



THE THIRD "CLIO."

From the photograph by Ernest Hopkins.

OUR NAVAL SEAMEN
TO PORTO BELLO WITH VERNON
Circa A.D. 1735

OARS AT THE SALLY PORT



CLYDE

CLYDE'S TENDER. LORD CLYDE

The Wars of the French Revolution and Empire—

Captured French "Vestale"	1799
Captured Spanish "Veloz"	1800
Action at Fécamp	1807

The Walcheren Expedition 1809

The bombardment and reduction of Bahrein	1868
Nautical mushrooms	1868

CLYDE.—One of the largest rivers of Scotland and by far the most commercially important. It rises in the south of Lanarkshire, being formed by the junction of several small streams, about 12 miles below which it becomes a considerable river, and takes the name Clyde. The river is navigable for vessels of the largest size at Glasgow. At Dumbarton it expands into the Firth of Clyde, the length of the river to that point being about 98 miles. Beyond Greenock, where the Firth is 4 miles wide, it turns south and expands into the open sea. The scenery along the whole course of the river is very beautiful.

The first "CLYDE" was a 38-gun frigate of 1002 tons, launched at Chatham in 1796. She carried a crew of 280 men, and her length, beam, and draught were 146 ft., 39 ft., and 11 ft.

On August 20th, 1799, the "Clyde," commanded by Captain Charles Cunningham, was cruising off Rochefort when she sighted two French frigates which at once separated. The "Clyde" chased and engaged the "Vestale," a 36-gun frigate. The "Clyde" had 281 men and threw a broadside of 425 pounds. The "Vestale" had a crew of 230 men and threw a broadside of 273 pounds. Many of the "Vestale's" crew were sick with West Indian fever. The ships exchanged broadsides for nearly two hours, when the "Vestale," with 10 killed and 20 wounded, and having only her foremast standing, struck her flag. The "Clyde" lost 2 killed and 3 wounded.



After T. Whitcombe. * Engraved by T. Sutherland.

A. Ackermann.

THE FIRST "CLYDE" CAPTURES THE "VESTALE."

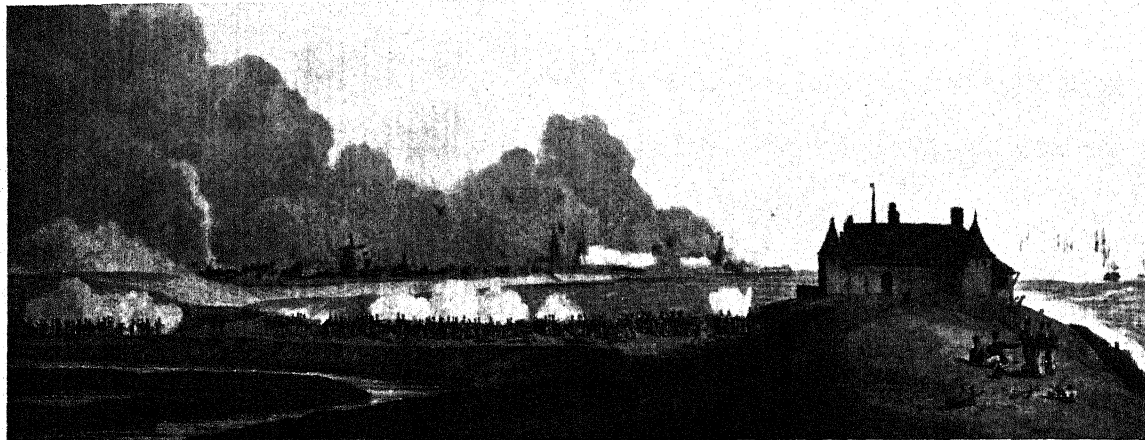
THE KING'S SHIPS

CLYDE

On August 20th, 1800, the "Clyde," commanded by Captain Charles Cunningham, captured the Spanish 4-gun brig "Veloz" in the English Channel.

In 1806 the "Clyde" was rebuilt and slightly reduced at Woolwich.

On August 25th, 1807, the boats of the "Clyde" were sent into Fécamp in face of a heavy



After H. A. Barker. Engraved by Williams.

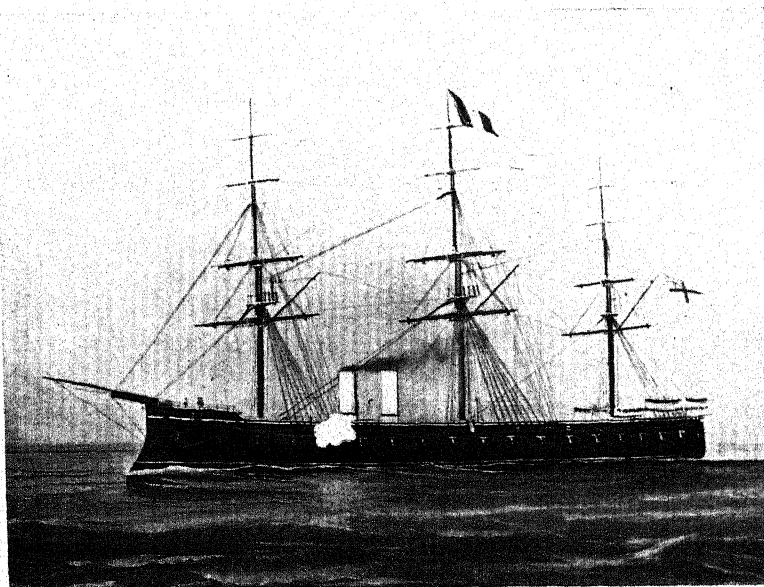
THE SIEGE OF FLUSHING.

British Museum.

fire to capture a French vessel which was hugging the shore. The vessel was boarded, captured, and carried off without loss.

On July 28th, 1809, the "Clyde," commanded by Captain Edward W. C. Rich Owen, sailed from the Downs in a fleet of 246 men-of-war of various kinds commanded by Rear-Admiral Sir Richard Strachan with his flag in "Venerable." Four hundred transports accom-

panied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde, and at Antwerp, to demolish the dockyards at Antwerp, Flushing, and Ter Neuze, and to render the Schelde no longer navigable for big ships. This affair was of a military rather than a naval character. The fleet assisted by bombarding, and by landing a Naval Brigade, in the capture of the Island of Walcheren, and in the bombardment, siege, and capture of Flushing. But the Earl of Chatham was fonder of his own comfort than of work,



Captain Horatio F. Kemble, R.N.
THE FIFTH (LORD) "CLYDE."

and after Walcheren, with its batteries, basins, and arsenals had been reduced, the British force withdrew.

In 1814 the "Clyde" was sold.

The second "CLYDE" was known as the "Clyde's Tender." She was a small 4-gun vessel purchased in 1805.

In 1826 the "Clyde's Tender" was sold at Milford.

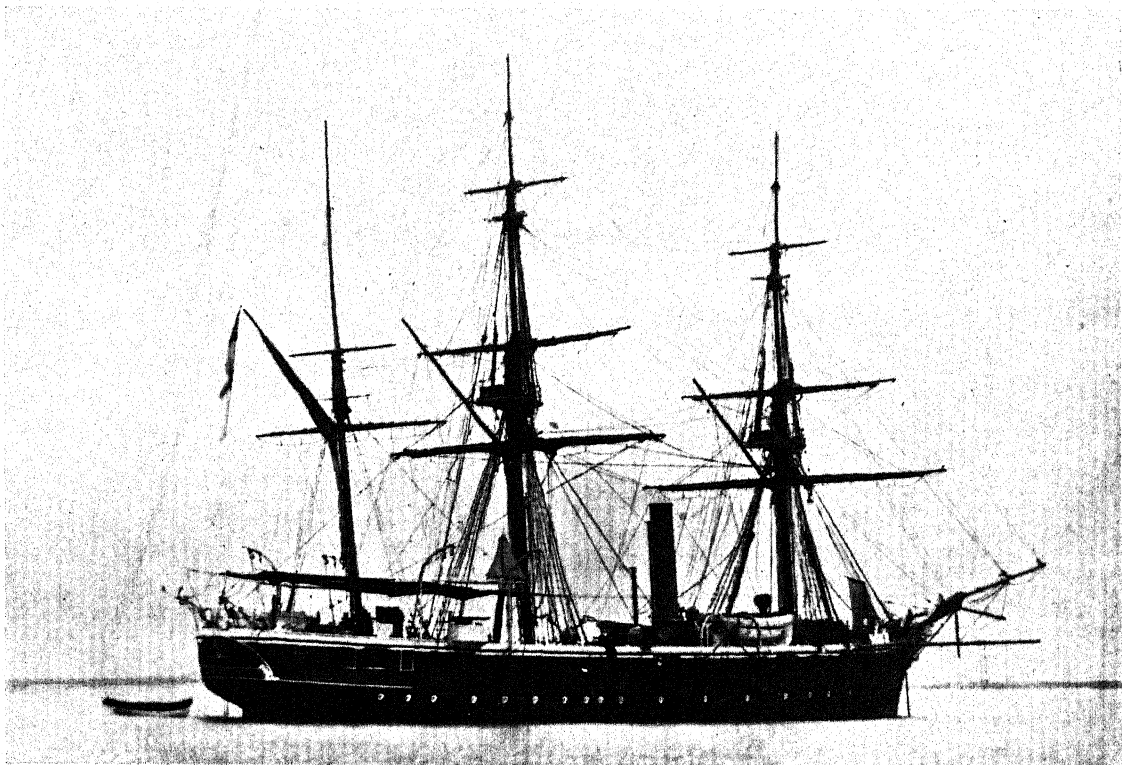
The third "CLYDE" was a 46-gun frigate, launched at Woolwich in 1829. She was of 1447 tons, and carried a crew of 300 men. Her length, beam, and draught were 152 ft., 40 ft., and 15 ft.

This vessel became the Roman Catholic Chapel at Sheerness, and then went to Aberdeen as a drill ship for the Royal Naval Reserve, being sold at Portsmouth in 1904 for £1825.

The fourth "CLYDE" was a 3-gun screw gunboat, built at Bombay for the Bombay Marine in 1859. She was of 300 tons and 80 horse-power.

She, with her sister-vessel "Hugh Rose," was of the contemporary British "Algerine" class.

The "Clyde" was one of four ships, under Commander Ralph Brown in "Vigilant," which proceeded to the Persian Gulf in the summer of 1868. They attacked the Island of



Paymaster-in-Chief Charles H. A. Ward, R.N.

THE SIXTH "CLYDE" (WAS "WILD SWAN").

Bahrein, and the chief's fort, war vessels, and guns were destroyed after a two days' bombardment. Reparation was then exacted for the oppression of Indian traders, fines were paid, and certain chiefs were deposed and outlawed.

In February 1872 she became a surveying vessel.

The fifth "CLYDE," known as the "Lord Clyde," was a 36-gun iron-screw ship, launched at Pembroke in 1864. She was of 7842 tons, 6000 horse-power, and 13 knots speed. Her length, beam, and draught were 280 ft., 59 ft., and 20 ft.

In 1885 the "Lord Clyde" was sold.

The sixth "CLYDE" is a 6-gun sloop which was launched at Glasgow as the "Wild Swan" in 1876. She is of 1130 tons, 950 horse-power, and 11 knots speed. Her length, beam, and draught are 170 ft., 36 ft., and 15 ft.

Her name was subsequently changed to "Clyde," and she became the Royal Naval Reserve drill ship at Aberdeen. In 1912 her name was again changed, this time to "Columbine," and she became the depot vessel of the King's Harbour Master at Rosyth, and then the flagship of the Vice-Admiral commanding the Scottish Coast.

COCHRANE

LORD COCHRANE

The King Emperor's visit to India, 1911-12.

ADMIRAL THOMAS COCHRANE, EARL OF DUNDONALD.—Born in Lanarkshire, December 14th, 1775, son of Archibald, ninth Earl of Dundonald. Joined the "Hind" at Sheerness on June 27th, 1793, but had been borne on the books of several ships before that date in accordance with the custom of the time. Made Acting-Lieutenant



in "Thetis," January 14th, 1795, and in "Africa," April 13th, 1795. Lieutenant, May 1796. Served in "Resolution," June 1797. Joined Lord Keith's flagship, autumn 1798, and transferred to "Barfleur" with the flag, December 1798. Tried by court-martial for alleged disrespect to the First Lieutenant and admonished to be "more careful in future."

Transferred with the flag to "Queen Charlotte," June 14th, 1799. Assisted in a boat attack on some French privateers at Gibraltar, September 21st, 1799, but was not supported by his cutter's crew. Made Prizemaster into the French 74-gun ship "Généreux" and, accompanied by his brother, took her into Port Mahon. During his absence on this service the "Queen Charlotte" was destroyed by fire with a loss of upwards of 600 lives. Had been intended by the Commander-in-Chief for the command of the 18-gun corvette, "Bonne Citoyenne" but, by an intrigue of the Admiral's secretary, who contrived to get his brother given that ship, Lord Cochrane was appointed to the "Speedy," a 158-ton brig with fourteen 4-pounders. To show his amusement at the "Speedy's" armament he walked the quarter-deck with her broadside of 28 lbs. in his pocket. Commander, March 1800. Captured French 6-gun privateer "Intrépide," May 10th, 1800, then proceeded to the Spanish coast where he performed various coastal operations. Captured French 1-gun privateer "Constitution," July 19th, 1800, and several smaller vessels. Captured French 10-gun "La Liza" off Majorca, December 15th, 1800. Encountered a large Spanish frigate off Plane Island, December 21st, 1800, but having had the "Speedy" painted in imitation of a Danish brig then in the neighbourhood, and having embarked a Danish quartermaster, he was able to deceive the Spanish officer who came alongside, as well as to frighten him away by directing the Dane to say that there was plague on board. Captured Spanish 8-gun "Ecce Homo" and French 1-gun "L'Amitié," January 22nd, 1801. Having been refused admission to a fancy dress ball at Malta because he appeared as a British seaman, fought a duel with a French Royalist officer, and wounded his adversary. Captured Spanish 4-gun "Ave Maria," April 13th, 1801. Attacked and captured the Spanish 32-gun frigate "El Gamo" off Barcelona, May 6th, 1801. The "Speedy" was locked to the Spanish rigging so that most of the enemy's shot passed over her hull, but



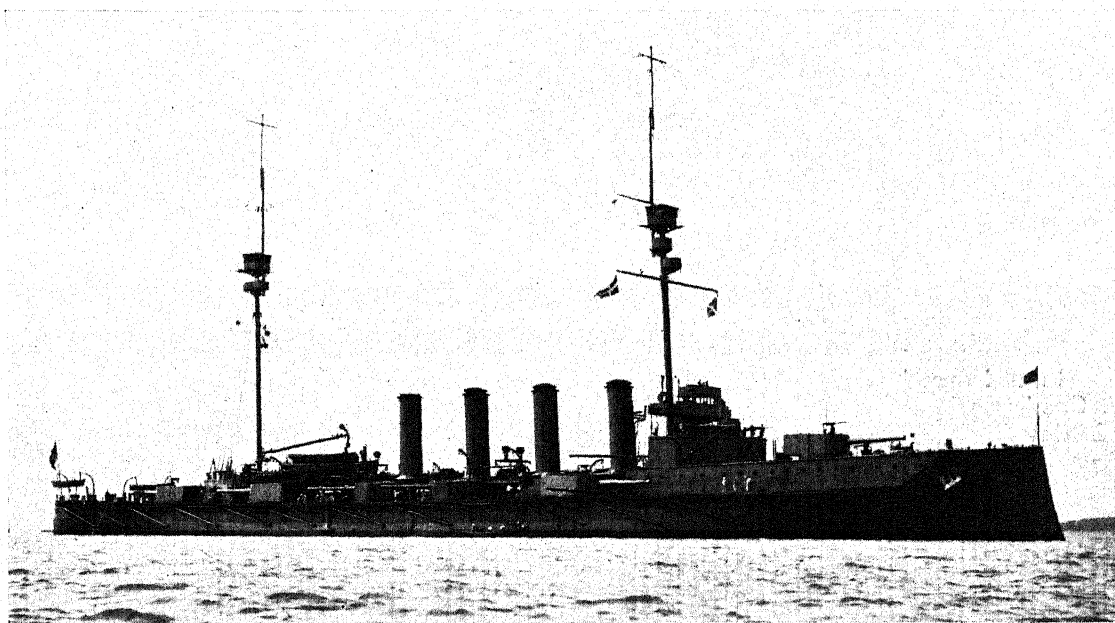
After G. F. Stroeling. T. H. Parker Brothers. Engraved by H. R. Cook.

Cochrane



The Governors and Officers of the Bank of England.
LORD COCHRANE'S ENDORSEMENT OF £1000 BANK NOTE NO. 8202 OF JUNE 26TH 1815.

she twice sheered off when the Spaniards were about to board. Leaving the doctor at the helm the "Speedy's" crew, many of whom had blackened their faces, boarded and soon carried the frigate in face of a crew of six times their own number. Made £75,000 in prize money in three months. Captain, August 1801. Captured in the "Speedy" by a French squadron, July 1802, and from the "Desaix" witnessed Sir James Saumarez's action at Algeciras. Tried by court-martial for the loss of the "Speedy" and acquitted. Appointed to the old converted collier "Arab" October 5th, 1803, and remained in her fifteen months. This appointment was due to the spite of the Earl St. Vincent. Appointed as a reward by a new First Lord to the "Pallas," 32-gun frigate, 1805. Captured several vessels and on one occasion returned to Plymouth with three golden candlesticks, each about five feet high, placed upon the mastheads. During this cruise he was chased by three French battleships, but escaped by making all preparations beforehand, and suddenly shortening all sail, wearing, and going off on another tack, the enemy shooting past the "Pallas," and running on several miles before they could shorten sail. Unsuccessfully contested Honiton, and after the declaration of the poll gave every one who had voted for him ten guineas, thus making sure of his election on the next occasion, 1805. Operated on the French coast, January-April 1806. Captured the French corvette "Tapageuse," April 1806, and drove ashore two others with only forty men on board "Pallas." Engaged French 40-gun frigate "La Minerve" in full view of the French Rochefort squadron, May 14th, 1806. Distributed proclamations to the French people, to the great annoyance of their Government, by means of kites while cruising on the coast. Member of Parliament for Honiton, July 1806, but declined to pay a farthing to those who had voted for him. Turned



THE SECOND "COCHRANE."

From the photograph by Ernest Hopkins.

over with the crew of the "Pallas" to the frigate "Imperieuse," August 1806, and by orders left Plymouth on November 17th, 1806, so that the port authorities could take credit for having despatched her to sea quickly, with a lighter with provisions on one side, a second with ordnance stores on the other side, and a third with the ship's powder towing astern. The guns were not mounted and the rigging was not set up, and in this state the ship struck inside Ushant, but forged ahead into deep water and was saved. Demanded a court-martial on his conduct in this affair, but the application was refused in order to shield the Plymouth authorities. Operated on French coast and returned to England upon the dissolution of Parliament, when he gave up Honiton, being wearied by the electors' applications for appointments. Member of Parliament for Westminster, 1807. Attacked naval abuses. Conducted vigorous campaign on French and Spanish coasts, 1808. Defended castle of Trinidad, 1808, and was badly wounded in the nose. Marryat, the novelist, was serving under Lord Cochrane as a midshipman at this time, and is mentioned in one of his despatches. Commanded an attack by means of fireships and explosion vessels at Basque Roads, and destroyed four French ships, 1809. K.B. for this service. Opposed a Parliamentary vote of thanks to Lord Gambier, the British Commander-in-Chief at Basque Roads, who was tried by court-martial at his own request and acquitted in spite of the evidence against him. Declined the thanks of Parliament rather than have his name coupled with that of Lord Gambier. Lord Cochrane's subsequent exposure of naval corruption of all kinds brought down upon him the displeasure of the Government, and one of the Ministerial organs summed up his career in the following lines :

You fight so well, and speak so ill,
Your case is somewhat odd,
Fighting abroad you're quite at home
Speaking at home—abroad ;

Therefore your friends, than hear yourself,
Would rather of you hear ;
And that your name in the *Gazette*,
Than *Journals* should appear.

Superseded in the command of the "Imperieuse," June 1810. Visited Malta in 1811 to obtain evidence of the corrupt practices of the Admiralty prize court, which he intended to bring to the notice of Parliament. Imprisoned at Malta, and after having refused to go out on bail, made good his escape with the connivance of the officers of the fleet. Married Miss Catherine Corbett Barnes, August 8th, 1812. Imprisoned on a false charge of swindling, 1814. Expelled from the House of Commons, but immediately re-elected by the electors of Westminster. Dismissed from Navy, and his banner as a Knight of the Bath removed from Westminster Abbey with every mark of indignity. Application for a new trial refused owing to the political prejudice of Lord Ellenborough, the Lord Chief Justice. Escaped from prison and presented himself at the House of Commons, but was re-arrested, and cast into a dungeon for twenty-six days. After being a year in prison, during which time he devoted himself to the invention

THE KING'S SHIPS

COLLINGWOOD

of a street gas lamp, Lord Cochrane, to secure his release at the request of his friends, wrote the following on the back of a thousand pound bank note, No. 8202 of June 26th, 1815 :

" My health having suffered by long and close confinement, and my oppressors being resolved to deprive me of property or life, I submit to robbery to protect myself from murder, in the hope that I shall live to bring the delinquents to Justice.

Grated Chamber, King's Bench Prison, July 3rd, 1815.

" COCHRANE."

Released July 1815. Continued his attacks on abuses and corruption. Prosecuted and fined £100 in 1816, for his escape from prison in 1815. Refusing to pay he was again imprisoned, but this and the previous £1000 fine were subscribed by the public in pennies, about £1200 being raised for the purpose. Defended his house in Hampshire for six weeks against the agents of the law who were trying to make him pay for a political supper to the electors of Honiton eleven years previously, 1817. Commanded Chilian Navy in many warlike enterprises, 1817-22. Admiral of the Brazilian Navy 1823-25. Applied for a re-investigation of his case 1825, but it was refused. Commanded Greek Navy, 1826-28. Addressed a memorial to the Duke of Clarence, Lord High Admiral, June 1828, but it was suppressed by the Tory ministers of King George IV. Upon the accession of King William IV., Lord Cochrane completed a " review " of his trial and the circumstances of his case that he was preparing for publication, and sent copies to the King and to several members of the Whig Ministry. Restored to his rank and place in the Navy as a Rear-Admiral and granted a " free pardon," May 1832. The term " free pardon " was very galling, as it was justice that Lord Cochrane desired, and not clemency. Succeeded to Earldom of Dundonald, July 1831. Good service pension awarded 1841. Devoted himself to inventions. Vice-Admiral, November 1841. Restored to the Order of the Bath, May 1847, by being appointed a Knight Grand Cross of that great Decoration. Commander-in-Chief, North American station, 1848-51. Admiral, March 1851. Offered to blow up the walls of Sebastopol in 1854, but his plan was declined by the Government. Appointed Rear-Admiral of the United Kingdom, 1854. Appointed one of the Elder Brethren of the Trinity House, 1854. Died October 31st, 1860, and lies buried in Westminster Abbey. A man of great daring and great physical and moral courage. His exploits show him to have been a brilliant leader of men, but he had no opportunity of distinguishing himself in the command of a British fleet in war time.

The first " COCHRANE " was a 14-gun hired brig, dating from 1810, and known as the " Lord Cochrane."

The second " COCHRANE " is a 10-gun twin-screw cruiser, launched at Govan in 1905. She is of 13,550 tons, 13,200 horse-power, and 23 knots speed. Her length, beam, and draught are 480 ft., 73 ft., and 27 ft.

From November 1911 to February 1912 the " Cochrane," commanded by Captain William E. Goodenough, had the honour of acting as one of the escort to H.M.S. " Medina." The " Medina," flying the Royal Standard, was conveying the King Emperor, His Majesty King George the Fifth, to India, where His Majesty's Coronation Durbar was held at Delhi on December 12th, 1911.

COLLINGWOOD

VICE-ADMIRAL CUTHBERT, LORD COLLINGWOOD.—Born in Newcastle-upon-Tyne, September 26th 1750. Entered Navy in 1761 as a volunteer, joining the " Shannon," which ship was commanded by his friend and cousin, Captain (after-



wards Admiral) Brathwaite. Present with the Army at the battle of Bunker's Hill 1775, where he commanded a party of seamen in charge of the Army supplies. Made a Lieutenant by Admiral Graves on the day that that battle was fought. Joined the " Hornet " sloop at Jamaica in 1776, and was tried by court-martial in that ship in 1777 on charges implying disobedience and neglect of duty. Fully acquitted, but recommended by the court to carry out his duty with greater alacrity. Admiral Sir Peter Parker, the Commander-in-Chief, being a friend of both Lieutenant Horatio Nelson and Lieutenant Cuthbert Collingwood, he seems to have looked after them both, and whenever Nelson got a step in rank Collingwood succeeded him. Thus he was transferred to the " Lowestoffe " as a Lieutenant, and then in June 1779 he was promoted to Commander, and relieved Nelson in the " Badger." Made a Post-captain in March 1780, following Nelson in command of the frigate " Hinchinbroke." Took part, while in command of that frigate, in an expedition to the Spanish Main, where it was proposed to pass into the South Sea by boats through the River San Juan and the Lakes Nicaragua and Leon. In four months he buried from attacks of fever 180 men out of his ship's company of 200, and other ships' companies having died, their vessels sank in the harbour for want of some one to look after them. The expedition was a failure, and was abandoned in August 1780. Appointed to the " Pelican " frigate,

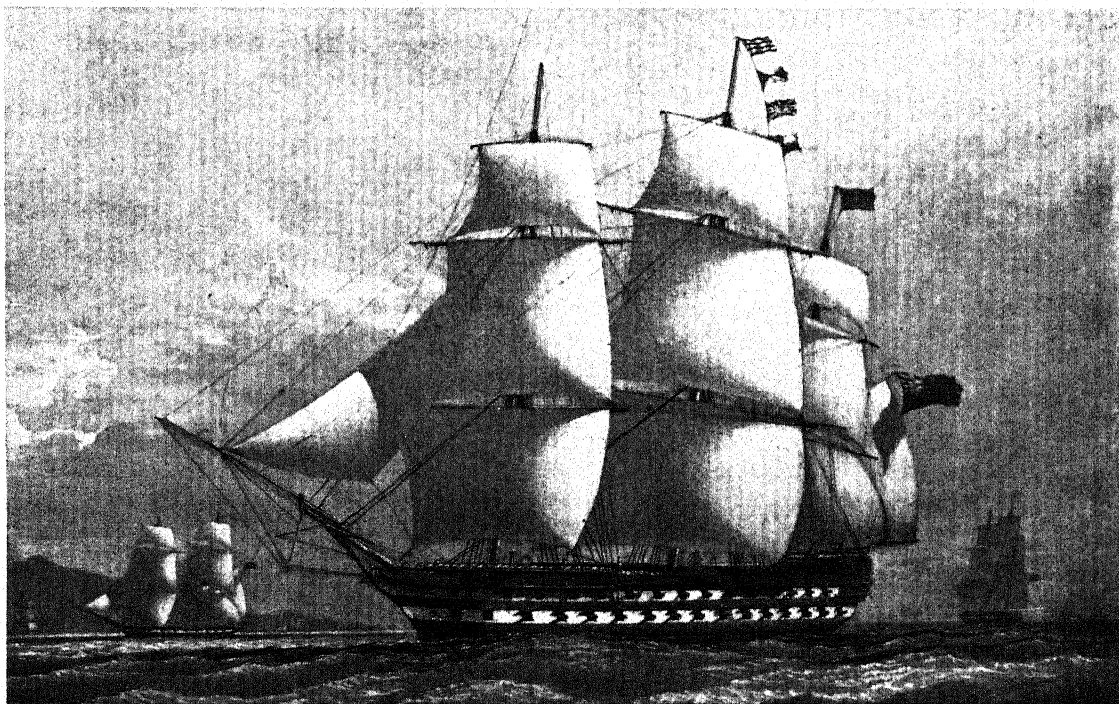


After H. Howard, R.A. Engraved by M. Holl.

T. H. Parker, Brothers.

Cuthbert Collingwood

December 1780, and was wrecked in that ship on Morant Keys during a West Indian hurricane in August 1781. The ship's company remained on the Sandy Islands for ten days with little food, and were then rescued and taken to Jamaica. Appointed to the "Sampson" and paid her off in 1783. Commanded the "Mediator" in the West Indies 1783-86, where he was again in company with Nelson, who was commanding the "Boreas." In co-operation with Nelson he acted against the citizens of the United States who were violating the provisions of the Navigation Act, and seized all vessels engaged in this illicit traffic. Unemployed from 1786 to 1790, which time he spent in Northumberland making the acquaintance of his family, to whom he was a stranger. Appointed to the "Mermaid" 1790, and went in her to the West Indies, but as there was no war, came ashore again. Married Miss Sarah Blackett, daughter of John Erasmus Blackett, 1791, and by her had two daughters, Sarah, born in 1792, and Mary Patience, born in 1793. Appointed on the outbreak of war in 1793 to the "Prince" as Flag-captain to Admiral Bowyer, and being transferred to the "Barfleur," with the flag, fought in that ship in Lord Howe's victory on the Glorious First of June 1794. Observed to the Admiral that "the action was beginning at the time that their wives would be going to church, but that the peal the ships would ring about the ears of the enemy would outdo the parish bells." Caught the Admiral in his arms as he was wounded, and the Admiral eventually had his leg amputated. To his extreme mortification Collingwood found that his name was omitted from the list of those who were to receive the medal for the action. This omission elicited from Captain Pakenham, who had been decorated and who commanded the "Invincible," the remark that, "If Collingwood has not deserved a medal, neither have I; for we were together the whole day." Transferred



Lithographed by H. J. Vernon.

THE FIRST "COLLINGWOOD."

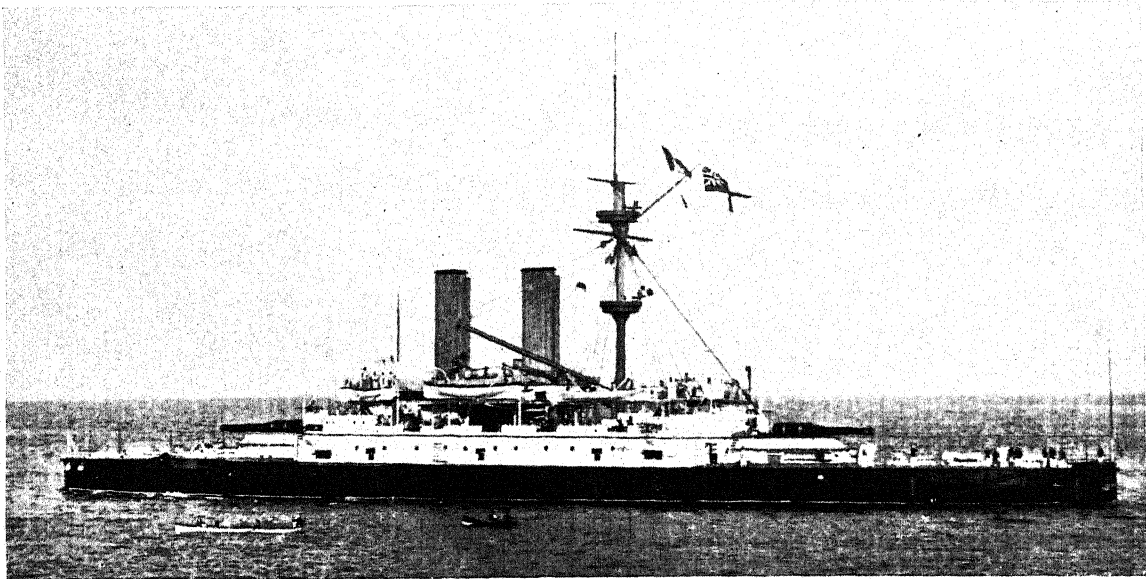
T. H. Parker, Brothers.

to the "Hector" and then to the "Excellent," which ship he took to the Mediterranean, and engaged in the blockade of Toulon 1796. Commanded the "Excellent" in Jervis's battle with the Spaniards off Cape St. Vincent, February 14th, 1797, engaging first of all the "San Salvador del Mundo" at a distance, as he wrote to his wife, "not farther than the length of our garden." The "San Salvador" surrendered, but later on hoisted her colours again. Engaged and captured the "San Isidro." Engaged the "San Nicholas," and so was of great assistance to Commodore Nelson, who was busy with that vessel and the "San Josef," and thus eliciting from Nelson a letter of thanks beginning "A friend in need, is a friend indeed." Then engaged the four-decker "Santissima Trinidad" for an hour, and left her a wreck. Firmly declined to receive the medal issued for this action as long as that for June 1st, 1794, was withheld from him, when, he contended, he had equally done his duty. The First Lord of the Admiralty then sent him both medals with a civil apology. Then took part in the blockade of Cadiz, and declined the command of the "Namur," "for I know, and am known" in the "Excellent." Flew a broad pennant as Commodore before Cadiz for a few weeks during the absence of the established number of Admirals, 1798. Missed the Battle of the Nile owing to his being employed off Cadiz, a service of which he grew so weary that he headed many of his letters "Still off Cadiz." Returned to England, November 1798, but was detained at Portsmouth over a month before he could get home, and declined the command of the "Atlas" in the meanwhile. Rear-Admiral, February 1799, and hoisted his flag in "Triumph" soon afterwards, and joined the Channel Fleet in the blockade of Brest. Transferred his flag to "Barfleur" 1800, in which ship it remained about two years except for a few weeks, when it flew in "Neptune." Went ashore to his home in Northumberland in 1802 and devoted himself to the study of history, and to the planting and cultivation of his garden. Hoisted his flag in "Venerable" in the spring of 1803, and rejoined Admiral Cornwallis off Brest, that Admiral remarking, "Here comes Collingwood, the last to leave and the first to rejoin me." Transferred his flag to "Culloden," January 1804, the "Venerable's" hull being in a bad state, and remarked, "it deranges me exceedingly to be thus for ever changing. . . . I was miserable when I first came into this ship; but things are much mended, and in an orderly state. It has been a laborious job for poor Clavell. . . ." Having developed an interest in the cultivation of the soil, he writes home to complain for a nurseryman who was impressed into his flagship. "They have broken up his business . . . distressed his family . . . and he is of little or no service . . . I grieve for him." Vice-Admiral, 1804. Transferred his flag to "Dreadnought" in the autumn of 1804, which he describes as a "very fine strong ship; but as she was repaired by convicts, she is ill fitted out." Blockade of Cadiz,

THE KING'S SHIPS

COLLINGWOOD

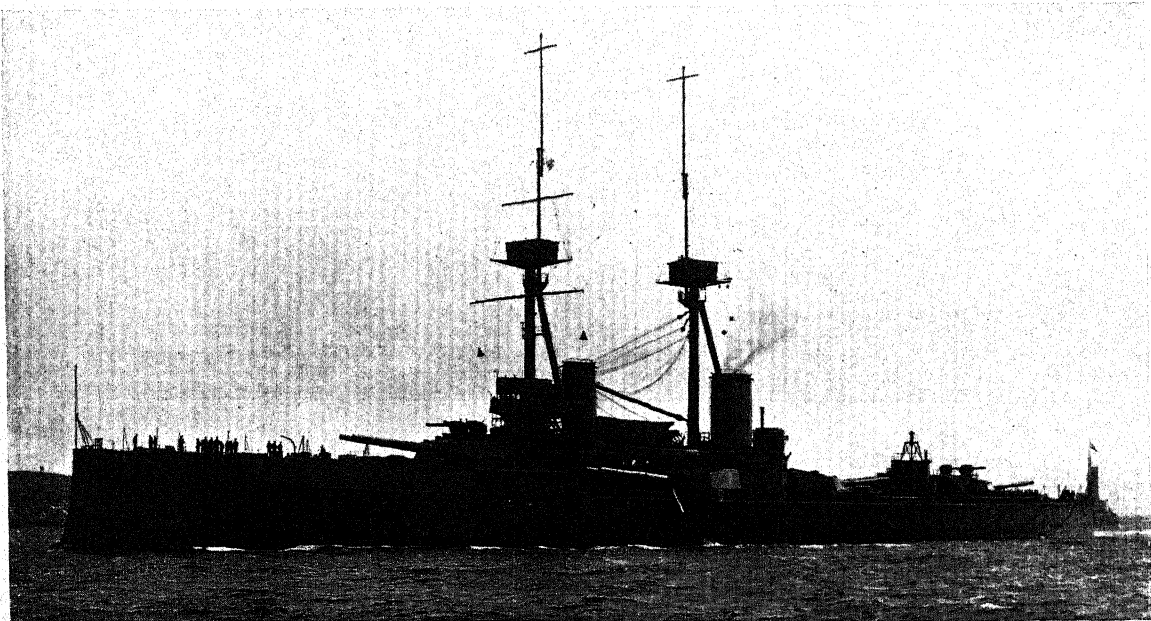
1804-5. Transferred his flag to "Royal Sovereign," October 11th, 1805, and was very sore at having to do so, because he had trained the "Dreadnoughts" to such a degree of gunnery aptitude that they could fire three broadsides in three minutes and a half. Led the starboard and lee line into action in the Battle of Trafalgar, October 21st, 1805. Passed and engaged the "Santa Anna," killing and wounding 400 men on board the Spanish flagship in a few moments, and soon caused her to strike.



THE SECOND "COLLINGWOOD."

From the photograph by Richard Ellis.

Transferred his flag to the "Euryalus" as the "Royal Sovereign" was severely injured, and assumed command of the fleet on the death of Lord Nelson. Announced the victory of the British arms and the death of the Commander-in-Chief in a General Order renowned for its restraint and eloquence. Transferred his flag to "Queen," November 1805. Raised to the peerage as Baron Collingwood of Caldburne and Hethpoole in the county of Northumberland with a pension of £2000 a year, and in



THE THIRD "COLLINGWOOD."

From the photograph by Abrahams & Sons.

event of his death, of £1000 a year to his wife, and half that amount to each of his daughters. Remained in the Mediterranean as Commander-in-Chief after the Battle of Trafalgar. Transferred his flag to "Ocean" in the spring of 1806, and described the ship as being "without exception, the finest looking one I ever saw." For several years he continued the blockade of Cadiz, the Straits of Gibraltar, and the neighbouring coasts, and displayed a perseverance almost unexampled in the annals of naval warfare. Major-General of Marines, 1809. Transferred his flag to "Ville de Paris," 1809. Made several applications to be relieved of his responsibilities on account of ill-health, but the Government were unable to accede to his request; though they

THE KING'S SHIPS

offered him the Plymouth command when, and if, they were able to allow him to return. Became seriously ill at Port Mahon, February 1810, and surrendering the command to the Rear-Admiral, started for home in the "Ville de Paris." Died at sea, March 7th, 1810. His death was occasioned by an internal complaint brought on by confinement on board a ship, and by his continually bending over a desk to satisfy the demands of an enormous correspondence. His body was conveyed to England, and buried alongside Lord Nelson in the crypt of St. Paul's Cathedral. He was a moderate and humane man of calm temper, and great seamanlike skill, exemplary in his private relations, and setting an example of earnest piety, and devotion to the service that will be seldom equalled.

The first "COLLINGWOOD" was an 80-gun ship, launched at Pembroke in 1841. She was of 2585 tons, and carried a crew of 750 men. Her length, beam, and draught were 190 ft., 57 ft., and 18 ft.

This vessel was subsequently fitted with a screw and engines of 400 horse-power.

In 1866 the "Collingwood" was sold for £8531.

The second "COLLINGWOOD" was a 10-gun twin-screw barbette battleship, launched at Pembroke in 1882. She was of 9500 tons, 9500 horse-power, and 14 knots speed. Her length, beam, and draught were 325 ft., 68 ft., and 27 ft.

In 1909 the "Collingwood" was sold for £19,000, to be broken up at Newcastle, oddly enough, not far from the home of the distinguished admiral after whom she was named.

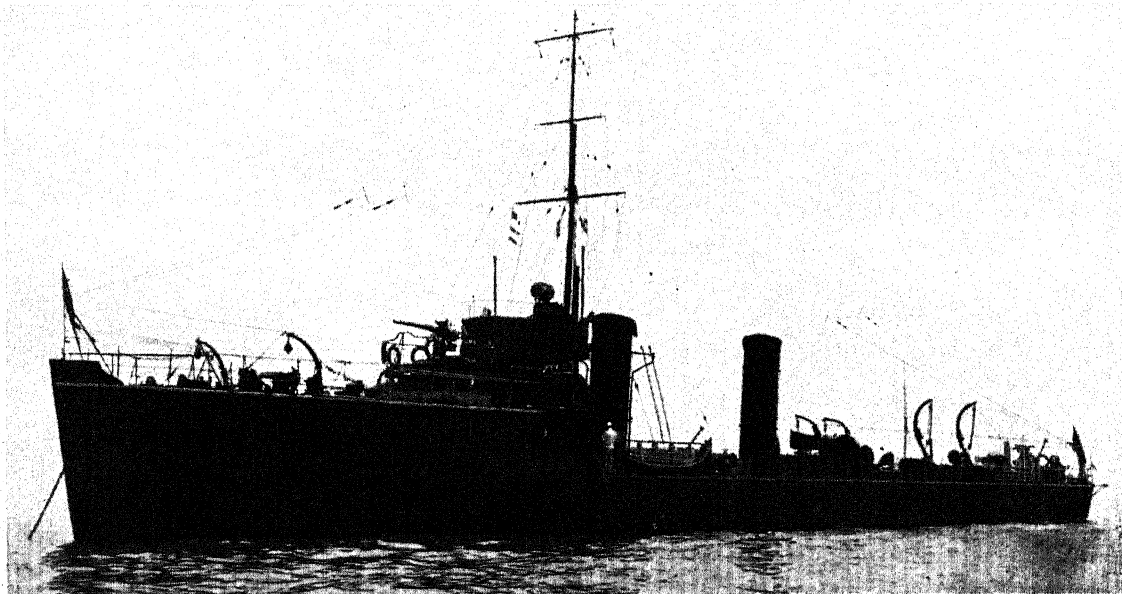
The third "COLLINGWOOD" is a 30-gun turbine battleship, launched at Devonport in 1908. She is of 19,250 tons, 24,500 horse-power, and 21 knots speed. Her length, beam, and draught are 500 ft., 84 ft., and 27 ft.

COLNE

COLNE.—There are three rivers of this name in England. (1) In Hertfordshire, falling into the Thames at Staines. (2) In Essex, passing Colchester and expanding into an estuary near the town. (3) In Gloucestershire, joining the Isis near Lechdale, after a course of 25 miles.

A market town of Lancashire, 32 miles N.E. of Manchester. Coal, slate, and lime are plentiful in the neighbourhood. Manufactures calico. Population, 7500. The Leeds and Liverpool Canal passes the town.

The "COLNE" is a twin-screw torpedo-boat destroyer, launched at Thornycroft's Yard in 1905. She is of 560 tons, 7500 horse-power, and 25 knots speed. Her length, beam, and draught are 222 ft., 23 ft., and 10 ft.



THE "COLNE."

From the photograph by Ernest Hopkins.

COLOSSUS

The Wars of the French Revolution and Empire—

Captured French "Vanneau"	1793
Lord Hood's occupation and operations at Toulon	1793
Lord Bridport's action off Isle Groix	1795
The fighting piper	1795
The battle of St. Vincent	1797
The blockade of Malta	1798
The capture of Gozo	1798
The blockade of Cadiz	1805

The battle of Trafalgar	1805
Captured French "Swiftsure" and French "Bahama"	1805
The crowing rooster	1805
Mediterranean operations	1808
The blockade of Lorient	1812

The Russian War—

The Baltic Expedition	1855
The blockade of the coast of Courland	1855

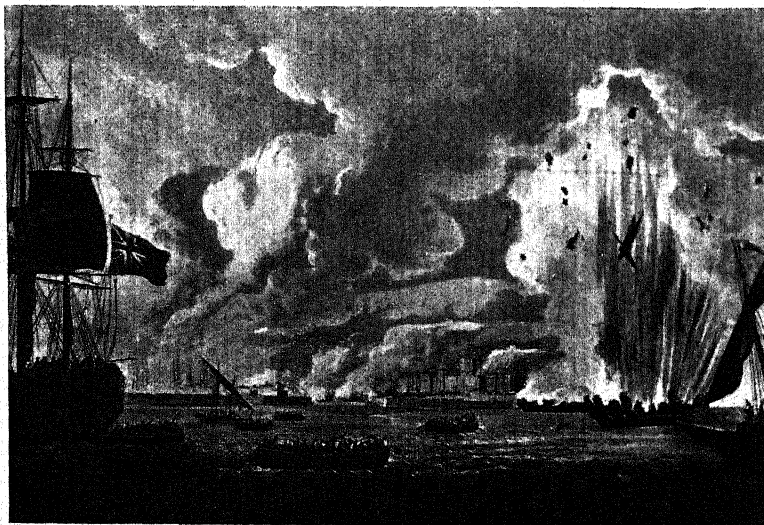


COLOSSUS.—A Greek word of unknown origin used to denote a statue of gigantic size. The term is applied in particular to the bronze statue of Helios in Rhodes, which for its size was reckoned among the seven wonders of the world, though it was by no means a masterpiece of Greek sculpture. It is said to have been the work of Chares of Lindus, who gave twelve years to the casting and completed his work in 250 B.C. Its height is variously given at from 90 to 120 ft. It stood near the entrance of the harbour; but the legend that placed it astride the entrance is certainly apocryphal, and probably arose from a misunderstanding of the statement that it was so high that a ship might sail between its legs. Fifty-six years after its erection it was thrown down by an earthquake, and there its remains lay, the marvel of the place, until in A.D. 653 an Arab general sold them as old metal to a Jew from Edessa, who probably converted them into instruments of war.

The first "Colossus" was a 74-gun ship, launched at Gravesend in 1787. She was of 1610 tons and carried a crew of 640 men. Her length, beam, and draught were 172 ft., 48 ft., and 18 ft.

On June 6th, 1793, the "Colossus," commanded by Captain Charles M. Pole, captured the 6-gun French vessel "Vanneau" in the Bay of Biscay.

In 1793 the "Colossus," commanded by Captain Charles M. Pole, was one of a fleet of 51 ships of various kinds commanded by Vice-Admiral Lord Hood with his flag in "Victory."



Painted and engraved by A. Robertson.

Alfred Davies.

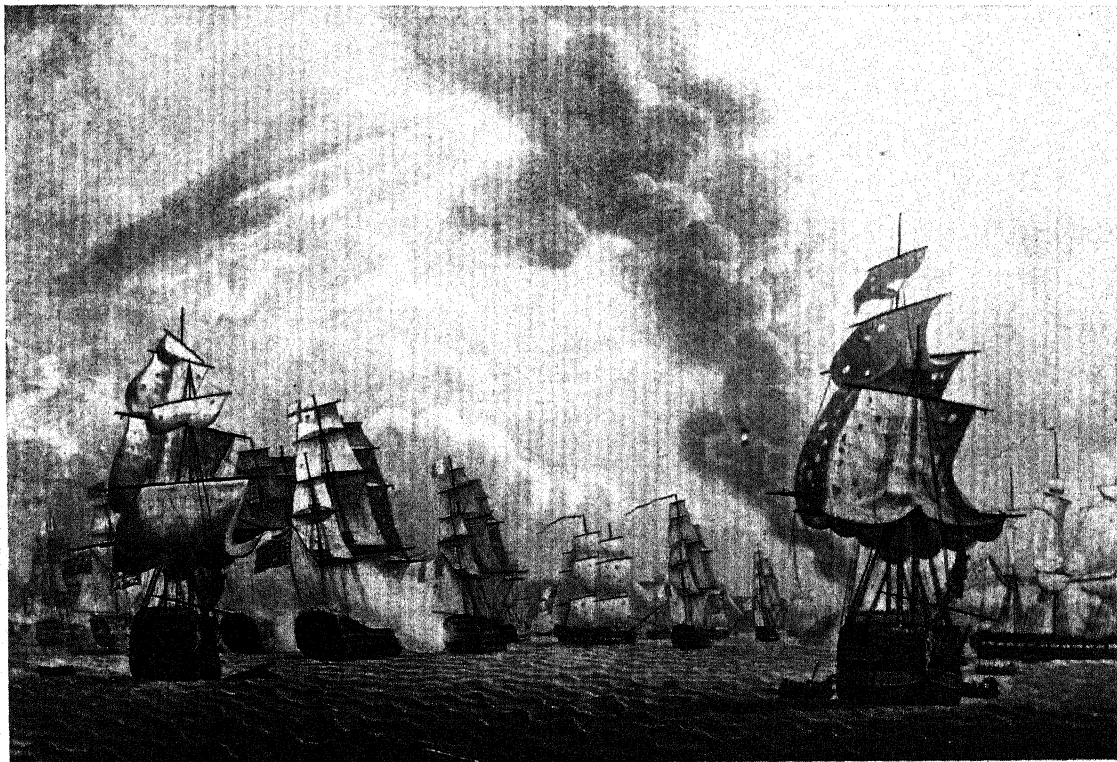
THE TOULON CONFLAGRATION.

They arrived off Toulon on August 15th to keep the French fleet in check. Inside the port there were 58 ships, frigates, and corvettes. The Royalist forces surrendered the town, works, and ships to Lord Hood, who landed seamen and took possession of the forts. The Spaniards under Admiral Don Juan de Langara co-operated with the English. Soon afterwards the French Republican forces laid siege to the town, and continued their operations with such activity that on December 15th the English and Spanish allies were forced to evacuate the place. They took away with them 15,000 of

the Royalist population, and before leaving destroyed the dockyards and magazines and a large number of the ships in the harbour. The Royalists who were left behind were massacred by the Republicans. It is interesting to note in connection with this affair that while Nelson was present in the port in the "Agamemnon," Napoleon was with the Republican besiegers.

THE KING'S SHIPS

In June 1795 the "Colossus," commanded by Captain John Monkton, was one of a fleet of 25 sail in all, commanded by Admiral Lord Bridport with his flag in "Royal George." The French fleet of 23 ships under Rear-Admiral Villaret-Joyeuse were sighted at 3.30 A.M. on June 22nd, and was at once chased by the "Colossus" and other fast-sailing ships. A calm delayed the meeting, but at 3 A.M. on the 23rd an action started off Isle Groix with both fleets scattered and spread over a large area. At 6 A.M. a French ship struck and at 7.15 a second and third hauled down their colours. Soon after this Lord Bridport, with a strange forbearance, ordered the action to discontinue, and nine French ships of capital importance were permitted to escape. The British lost 31 killed and 113 wounded, to which the "Colossus" contributed 3 killed and 30 wounded. The French loss is unknown, but in the three prizes alone there were 670 killed and wounded. Captain Monkton, an enthusiastic Scotchman, kept a kilted piper on board,



After Lieutenant A. Beecher, R.N. Engraved by R. Dodd.

BRIDPORT OFF ISLE GROIX.

Alfred Davies.

and the story goes that when the battle began the piper, kilt and all, was ordered into the maintopmast staysail netting, where he skirled merrily for the three hours the ship was in action.

In 1797 the "Colossus," commanded by Captain George Murray, was one of a fleet of 15 ships and 7 small craft commanded by Admiral Sir John Jervis with his flag in "Victory." On February 14th they fought a battle off Cape St. Vincent with a Spanish fleet of 27 ships commanded by Admiral Don José de Cordova. On February 13th the "Minerve," flying the broad pennant of Commodore Horatio Nelson, joined Sir John Jervis, and informed him that the Spaniards were at sea. The Spanish fleet was sighted at 6.30 A.M. on the 14th and the British at once chased. The British leading ship opened fire at 11.30 A.M. and the action was general by 1.30 P.M. The "Colossus," while tacking into action, had her foreyard and foretopsail yard shot away in the slings, and her foretopmast went a little above the cap. She then became exposed to a raking fire, but Captain Sir James Saumarez in the "Orion" most gallantly backed his maintopsail and lay by to cover his friend until the danger had passed. The "Captain," with Commodore Horatio Nelson on board, boarded and captured the "San Nicolas" and "San Josef," which had fouled one another. The action ceased at 4.30 P.M., when the British had captured four Spanish ships of the line and had crippled several

THE KING'S SHIPS

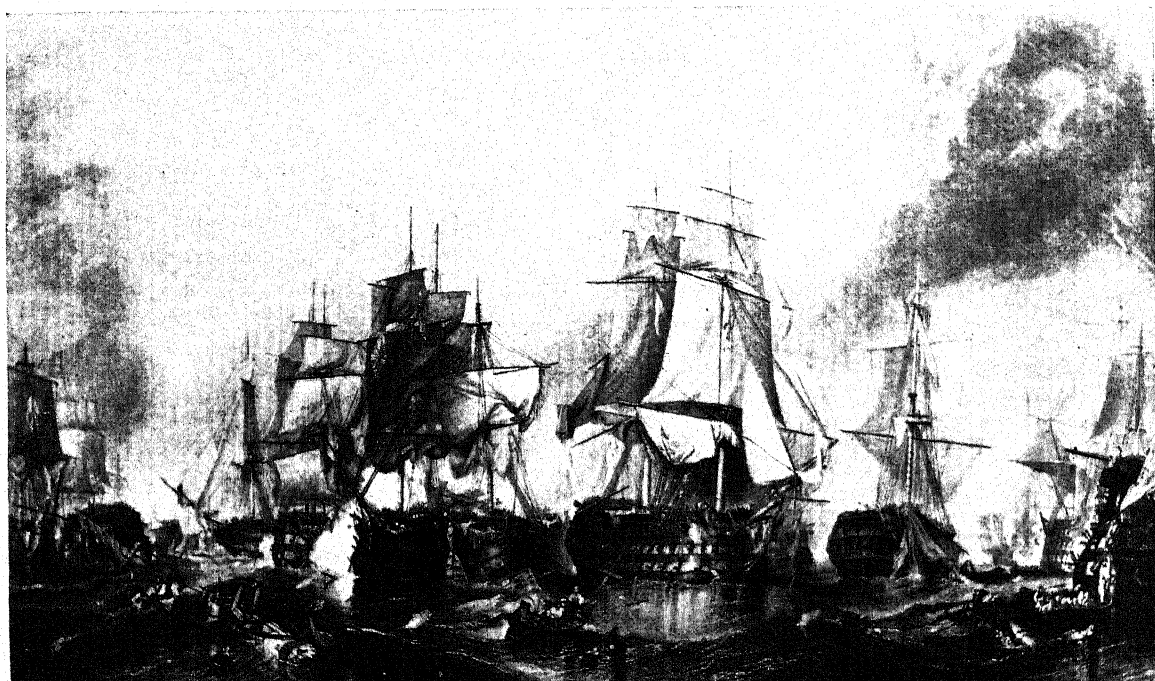
COLOSSUS

others. The British lost no ships, but had 73 men killed and 227 seriously wounded. The "Colossus" lost 5 wounded. The Spaniards lost about 1000 killed and wounded. Sir John Jervis was created Earl St. Vincent, and was given a pension of £3000 a year, but it had already been decided to make him a Baron before this victory. Several baronetcies and knighthoods were given, and the thanks of both Houses of Parliament were voted to the fleet.

In October 1798 the "Colossus," commanded by Captain George Murray, was one of a squadron under Rear-Admiral Lord Nelson with his flag in "Vanguard," which took part in the blockade of Malta, then occupied by the French, and on October 28th the neighbouring and dependent Island of Gozo capitulated.

On December 10th, 1798, the "Colossus," commanded by Captain George Murray, was wrecked and lost off the Scilly Islands, but fortunately no lives were lost.

The second "Colossus" was a 74-gun ship, launched at Deptford in 1803.



Painted by Clarkson Stanfield, R.A.

BATTLE OF TRAFALGAR.

Royal United Service Institution.

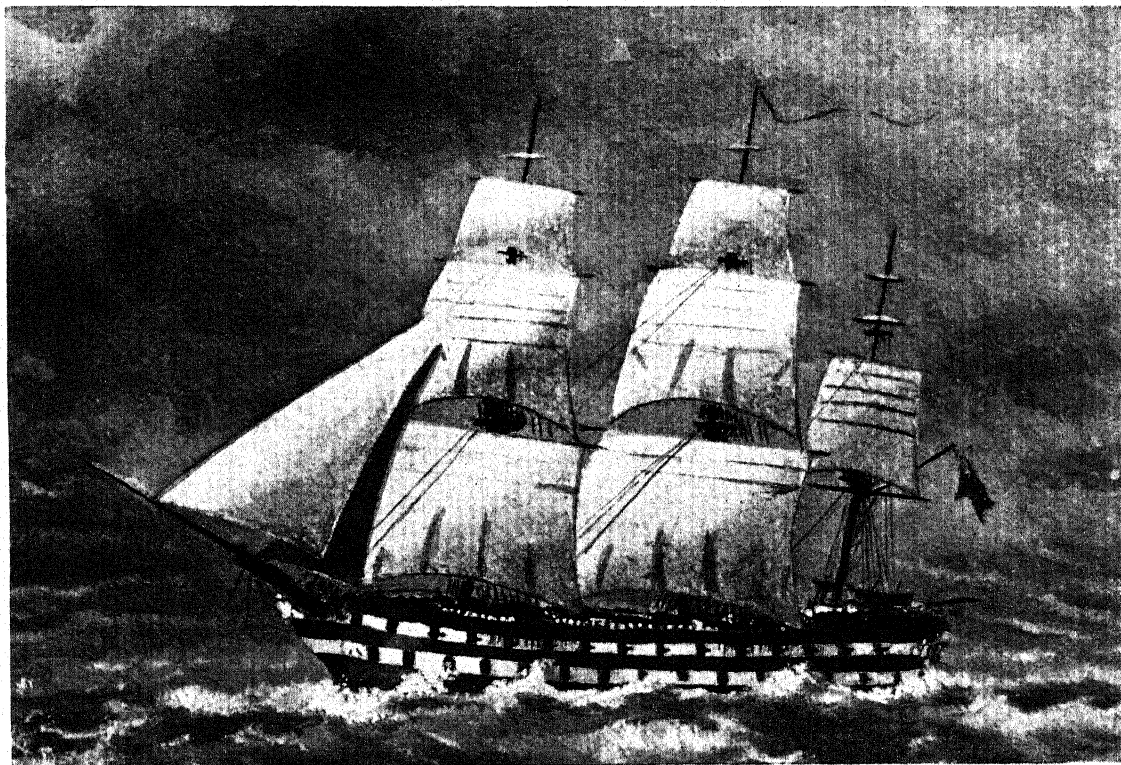
She was of 1889 tons and carried a crew of 590 men. Her length, beam, and draught were 180 ft., 49 ft., and 18 ft.

In August 1805 the "Colossus," commanded by Captain James N. Morris, was engaged in the blockade of Cadiz, as one of a squadron of four ships under Vice-Admiral Collingwood with his flag in "Dreadnought."

On October 21st, 1805, the "Colossus," commanded by Captain James N. Morris, took part in the battle of Trafalgar. The English fleet consisted of 27 ships, 4 frigates, and 2 small craft, under Vice-Admiral Lord Nelson with his flag in "Victory." The Franco-Spanish fleet consisted of 33 ships, 5 frigates, and 2 small craft, under Vice-Admiral Villeneuve and Admiral Don Frederico Gravina. At daybreak the enemy were discovered 11 miles to leeward. The British stood down to the attack in two lines, and the French opened fire on the leader of the lee line at noon. At 12.10 Vice-Admiral Cuthbert Collingwood broke the enemy's line in the "Royal Sovereign," and at 1 P.M. Lord Nelson did the same. As soon as the light wind permitted the remaining British ships came up and engaged, and by 1.30 P.M. the battle was at its height. The "Colossus," which was the sixth ship in Collingwood's division, engaged the French "Swiftsure" and the French "Bahama," both of which hauled down their colours to her, though not until they had inflicted a heavy loss on their gallant antagonist. It is said that during

the fight a hencoop was broken by a shot, whereupon a rooster flew on to the shoulder of Captain Morris and crowed lustily. The men were delighted, gave the bird three cheers, and went on with their work with renewed vigour, and were enabled to relieve the "Bellerophon" from a hard pressed situation.

At 1.25 P.M. Lord Nelson was mortally wounded while walking the "Victory's" quarter-deck with his flag-captain, and by 3 P.M. the firing had diminished. At 4.40 P.M. having learned of the completeness of the victory, the British Commander-in-Chief quietly and without a struggle ceased to breathe. By 5 P.M. the fight was over, the fleet being 8 miles N.W. by W. of Trafalgar. The British lost 449 killed, which included Vice-Admiral Lord Nelson, 2 captains, and 34 officers, and 1241 wounded, which included 106 officers. The British ships suffered severely in the hulls, and many were wholly or partially dismasted. The "Colossus" lost



Painted by Admiral Charles Penrose Fitzgerald.

THE THIRD "COLOSSUS."

Sir Robert Fitzgerald, Bart.

40 killed and 160 wounded, and narrowly escaped being wrecked on the Spanish coast in a gale that followed the fight. Her list of killed and wounded was larger than that of any other ship in the fleet. The Franco-Spaniards lost 18 ships captured, of which one blew up. It appears that the enemy lost about 7000 killed and wounded, which included 2 admirals and 7 captains killed. The remainder of the allied fleet managed to escape, and six months afterwards the French Commander-in-Chief died at Rennes—it is said by his own hand—and was buried without military honours. Of the 17 prizes, 2 sank, 2 were retaken, 6 were wrecked and lost in a storm after the battle, 2 were burned, and 1 was destroyed. The eldest surviving brother of Lord Nelson was created an earl with £5000 per annum settled on the title in perpetuity, and given £99,000 to buy an estate. An annuity of £2000 was assigned to Lady Nelson, and a sum of £15,000 was given to each of Nelson's two sisters. Vice-Admiral Collingwood was created a Peer with £2000 a year, and Flag-Captain Thomas Masterman Hardy was made a Baronet. A large number of lieutenants were promoted, and the fleet received the thanks of both Houses of Parliament.

In 1808 the "Colossus," commanded by Captain James N. Morris, was engaged in the operations against the French in the Mediterranean under Vice-Admiral Edward Thornborough with his flag in "Royal Sovereign."

THE KING'S SHIPS

COLOSSUS

In the spring of 1812 the "Colossus," commanded by Captain Thomas Alexander, was engaged in the blockade of Lorient, but, taking advantage of the darkness and a fog, Vice-Admiral Allemand managed to escape with a large portion of the French squadron.

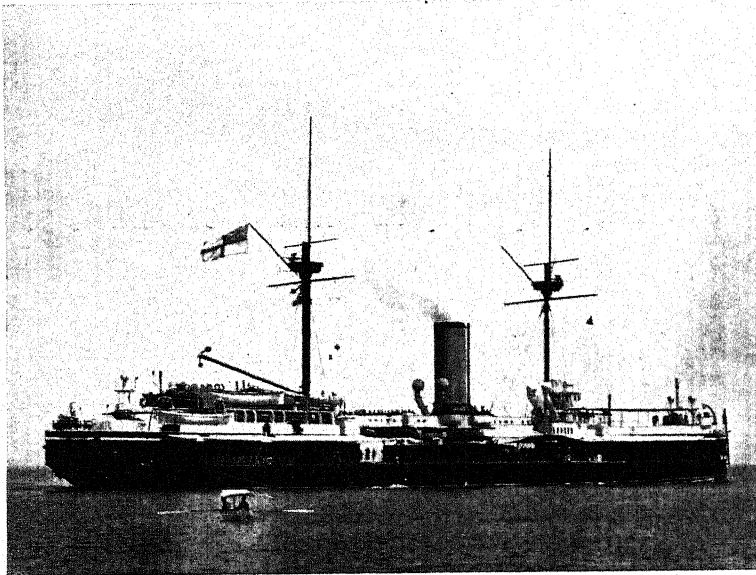
In 1826 the "Colossus" was broken up.

The third "COLOSSUS" was an 80-gun ship, launched at Pembroke in 1848. She was of 2590 tons and carried a crew of 720 men. Her length, beam, and draught were 190 ft., 57 ft., and 19 ft.

In 1854 the "Colossus" was fitted with a screw and engines of 400 horse-power at Devonport.

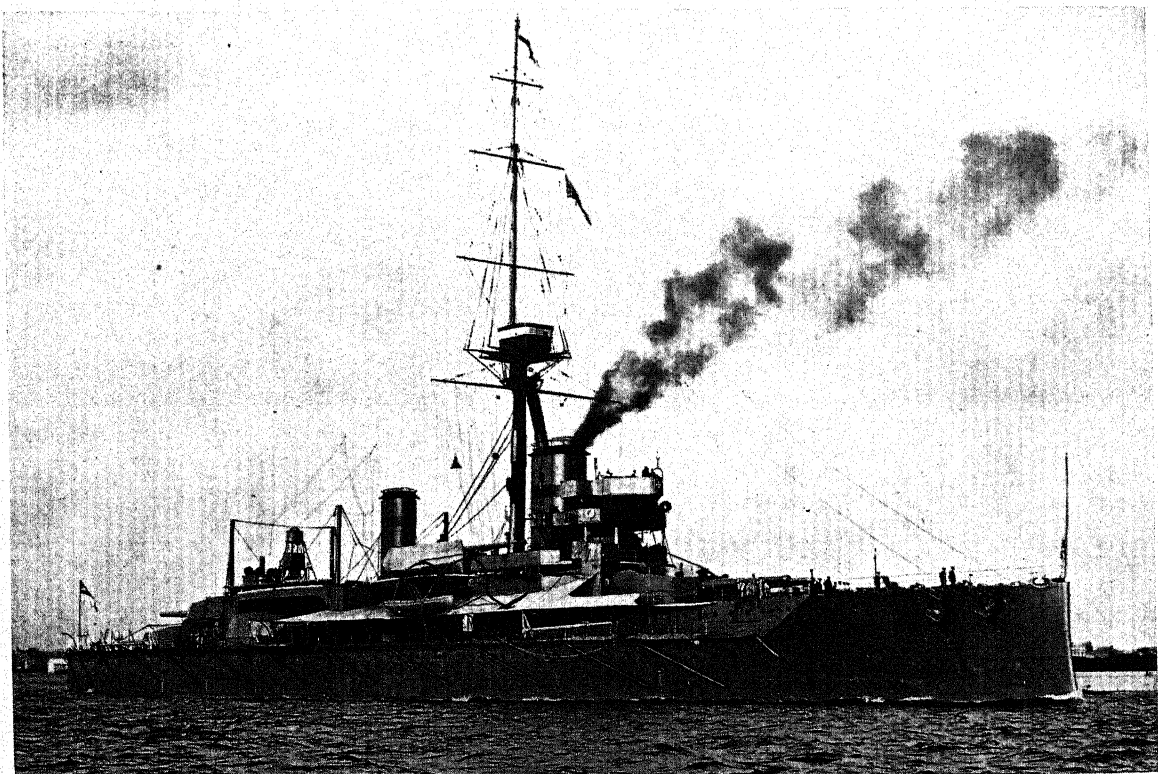
On March 25th, 1855, the "Colossus," commanded by Captain Robert Spencer Robinson, sailed from the Downs in a fleet of 88 steam

vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the Baltic, to take part in the war with Russia, and at once established a blockade of the coast of Courland. But the "Colossus" performed



From the photograph by Richard Ellis.

THE FOURTH "COLOSSUS."



THE FIFTH "COLOSSUS."

From the photograph by Ernest Hopkins.

no noteworthy service before the British fleet withdrew from the Baltic. An account of the ship's doings, however, will be found in *Memories of the Sea*, by Admiral Penrose Fitzgerald.

In 1867 the "Colossus" was sold for £6865.

The fourth "COLOSSUS" was a 12-gun twin-screw battleship, launched at Portsmouth in 1882. She was of 9150 tons, 6000 horse-power, and 14 knots speed. Her length, beam, and draught were 325 ft., 68 ft., and 26 ft.

During the early years of the twentieth century the "Colossus" acted as sea-going tender to the Naval Gunnery School at Portsmouth, but in 1908 she was sold.

The fifth "COLOSSUS" is a 26-gun turbine battleship, launched at Scott's Yard, Greenock, in 1910. She is of 20,000 tons, 25,000 horse-power, and 21.5 knots speed. Her length, beam, and draught are 510 ft., 85 ft., and 27 ft.

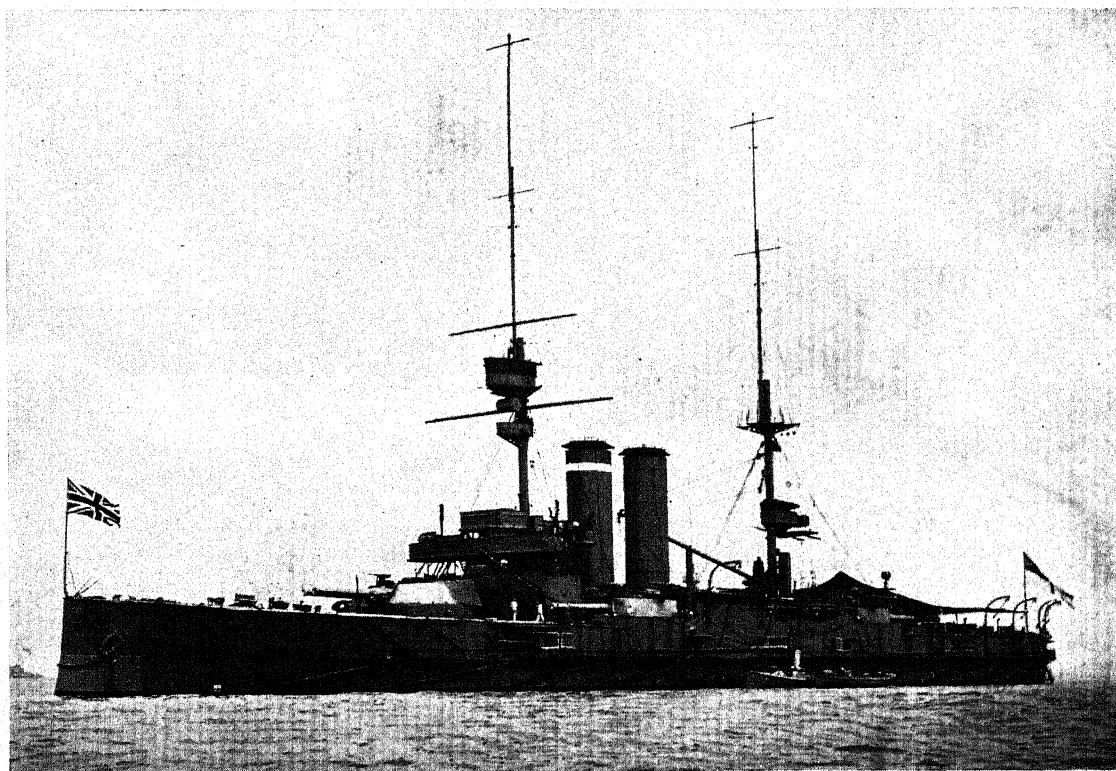
COMMONWEALTH



COMMONWEALTH.—The Commonwealth of Australia came into existence on January 1st, 1901. It is an indissoluble Union or Federation of six "states" formerly separate British colonies, viz. New South Wales, Victoria, Queensland, South Australia, West Australia, and the Island of Tasmania.

In English history, the form of government which existed under Oliver Cromwell. The word signifies the whole body of people in a state; a republic.

The "COMMONWEALTH" is an 18-gun twin-screw battleship, launched at Govan in 1903. She is of 16,350 tons, 18,540 horse-power, and 19 knots speed. Her length, beam, and draught are 425 ft., 78 ft., and 26 ft.



THE "COMMONWEALTH."

From the photograph by Ernest Hopkins.

CONFLICT

The Wars of the French Revolution and Empire—

Captured French gunboat "No. 86" . . .	1803
The blockade of the French Coast . . .	1804
Action with French invasion flotilla off Ostend .	1804
The action in Basque Roads	1809

The War with America—

The capture of Ocracoke, and Portsmouth . .	1813
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The Russian War—

The Baltic Expedition	1854-5
"International courtesy"	1909
The blockade of the Gulf of Riga	1854
The capture of Libau	1854
The blockade of the coast of Courland . . .	1855
Operations at Pernau, Windau, and Domesnaes .	1855
Operations at Dwina and Libau	1855
Punitive expedition in the New Hebrides . .	1879

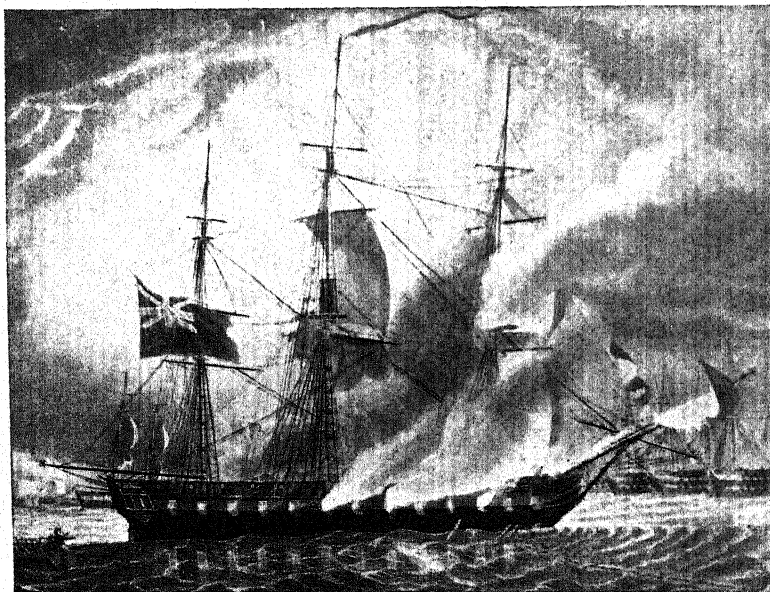
CONFLICT.—To strike or dash against; to strive or struggle, to resist and overcome, to be in opposition or contradictory

The first "CONFLICT" was a 14-gun brig, launched on the Thames in 1801. She was of 180 tons and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 7 ft.

On November 8th, 1803, the "Conflict," commanded by Lieutenant David Chambers, captured the French 2-gun gunboat "No. 86" off Calais.

On October 23rd, 1804, the "Conflict," commanded by Lieutenant Charles Cutts Ormsby, in company with five other small craft, chased and engaged off Ostend a division of twenty

French flat-bottomed boats destined for the invasion of England. One of the French vessels was captured, but at nightfall the "Conflict" ran aground and had to be abandoned by her crew. Although two attempts were made to get the ship off they both failed, and the French took possession of her.



*Painted and engraved by R. Dodd. Commander the Rt. Hon. the Lord Ellenborough, R.N.
FIRESHIP AT BASQUE ROADS.*

The second "CONFLICT" was a 12-gun brig, launched at Topsham in 1805. She was of 182 tons and carried a crew of 50 men. Her length, beam, and draught were 84 ft., 22 ft., and 9 ft.

On March 17th, 1809, the "Conflict," commanded by Lieutenant B. Batt, was one of a fleet of 60 vessels of various kinds which anchored off Basque Roads, under Admiral Lord Gambier with his flag in "Caledonia," to attack the French fleet lying within. A few days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the Admiralty to command an attack by means of fireships. On April 10th twelve fireships arrived, and on the following day, accompanied by explosion vessels and supported by some men-of-war, they made sail towards the harbour, and broke the boom under a heavy fire. The French got into a great panic, cut their cables, and by midnight all except two had run ashore. In the morning Captain Lord Cochrane signalled to Lord Gambier, saying that if half the fleet could be sent in the enemy would be completely destroyed. Lord Gambier did not comply

with the request. The attack was renewed, and the two remaining French ships ran ashore to avoid capture. The "Conflict" was inside the harbour attacking the enemy. In spite of repeated signals Lord Gambier failed to send adequate support, but by 8 P.M. two French vessels had been captured and two were blown up. On the day following the attack continued, and on the 14th Lord Gambier recalled Captain Lord Cochrane, who returned to England and intimated that from his seat in the House of Commons he would oppose the passage of a vote of thanks to Lord Gambier. Lord Gambier at once demanded a court-martial, and was considered fortunate in securing an acquittal and the thanks of both Houses of Parliament. Napoleon said that the French admiral was a fool and that Lord Gambier was no better; also that Lord Gambier had not properly supported the attack. Captain Lord Cochrane was made a K.B., and several officers were promoted. The British lost only 8 killed and 24 wounded.

On November 9th, 1810, the "Conflict," commanded by Lieutenant B. Batt, foundered and was lost with all hands in the Bay of Biscay.

The third "CONFLICT" was a 12-gun brig sloop, launched at Bridport in 1812. She was of 181 tons and carried a crew of 55 men. Her length, beam, and draught were 84 ft., 22 ft., and 8 ft.

In 1813 the "Conflict" took part in the war with America.

On July 13th the "Conflict" assisted in landing troops at Ocracoke Bar, which resulted in the capture of Ocracoke and the town of Portsmouth.

After doing duty as a receiving ship at Sierra Leone the "Conflict" was sold in 1841.

The fourth "CONFLICT" was an 8-gun screw ship, launched at Pembroke in 1846. She

was of 1058 tons, and 400 horse-power, with a crew of 140 men. In 1848 she was rebuilt at Blackwall consequent upon the introduction of the screw, and her length, beam, and draught became 192 ft., 34 ft., and 10 ft.

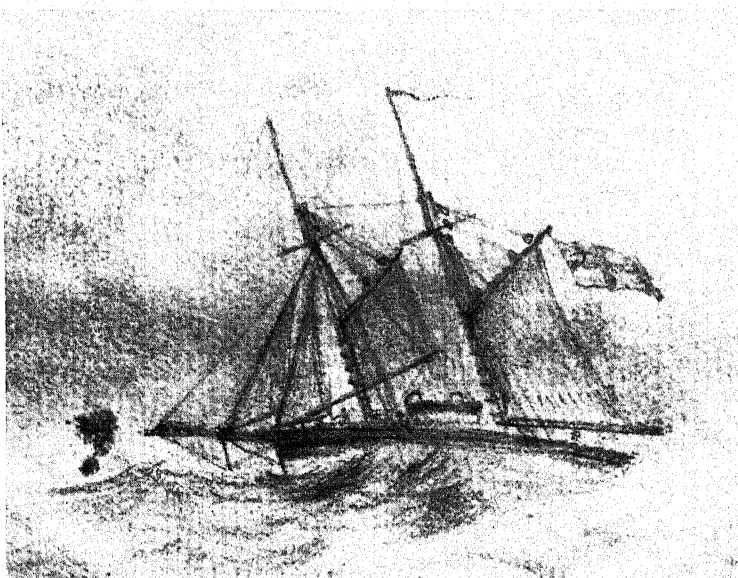
In March 1854 the "Conflict," commanded by Captain John Foote, sailed for the Baltic directly war with Russia was imminent, and joined an Anglo-French fleet under Vice-Admiral Sir Charles Napier with his flag in "Duke of Wellington."

On April 18th Captain John Foote was drowned with four men in his gig off Memel and was succeeded by Captain Arthur Cumming. Early in 1909 Captain Foote's sword was washed ashore. H.I.M. the German Emperor most graciously commanded that it should be returned to Vice-Admiral Randolph Foote, the son of its former wearer.

The "Conflict" in company with the "Amphion" then established a blockade of the Gulf of Riga.

On May 10th the "Conflict" assisted the "Amphion" to capture the town of Libau, an operation which was successfully accomplished without firing a shot, and then captured all the shipping in the port.

On March 28th, 1855, the "Conflict," commanded by Commander S. Lowther-Crofton, sailed from the Downs in a fleet of 88 steam vessels of various kinds commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the



Captain Thomas Suckling, R.N.
SISTER TO THE FIFTH "CONFLICT."

THE KING'S SHIPS

CONFLICT

Baltic to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.

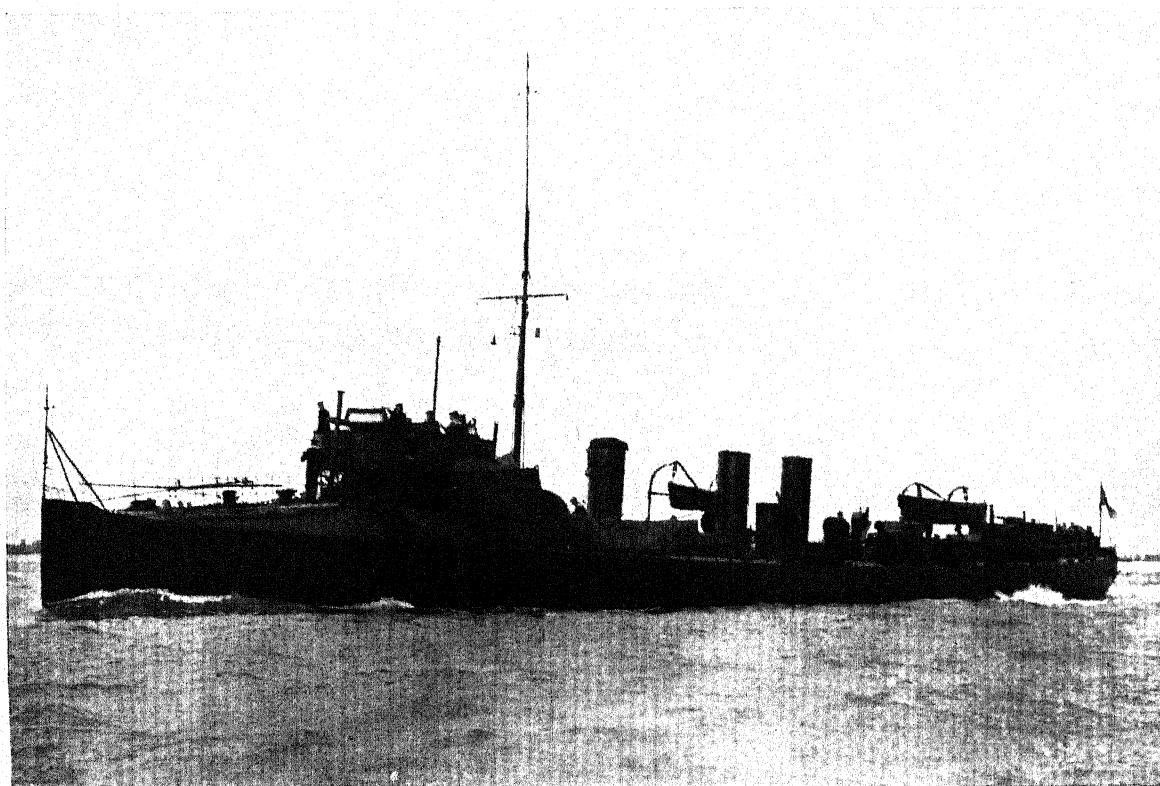
On June 20th the boats of the "Conflict" and "Desperate" destroyed five Russian coasting sloops off Pernau, at the north point of the Gulf of Riga.

On July 30th the "Conflict," assisted by the "Archer," dispersed some troops, and destroyed some public buildings at Windau, on the Courland coast.

On August 14th the "Conflict" and "Hawke" landed parties, and destroyed several vessels and dispersed troops at Domesnaes.

On September 12th the "Conflict" and three other ships received the peaceful surrender of Pernau, in the Gulf of Riga.

On September 27th the "Conflict" and three other ships slightly engaged the Dwina Batteries.



THE SIXTH "CONFLICT"

From the photograph by Ernest Hopkins.

On September 30th the "Conflict" destroyed two boats and dispersed a body of Cossacks at Libau.

Soon after this the British fleet left the Baltic.

In 1863 the "Conflict" was sold for £1555.

The fifth "CONFLICT" was an 120-ton schooner, launched at Sydney in 1873 and employed on the Australian station. Her length, beam, and draught were 80 ft., 19 ft., and 6 ft.

This vessel was one of a group of four schooners built by Cuthbert of Sydney in response to the outcry caused by the murder of Bishop Patteson in the Swallow Islands.

In 1879 white men were being murdered in the New Hebrides, and a boat's crew belonging to the British trader "Mystery" had been massacred.

The "Conflict," commanded by Lieutenant George Masters, was one of four ships under Commodore John Crawford Wilson with his broad pennant in "Wolverene," which proceeded to the islands on a punitive expedition, and inflicted severe punishment on the natives.

CONQUEROR

THE KING'S SHIPS

In 1882 the "Conflict" was sold.

The sixth "CONFLICT" is a twin-screw torpedo-boat destroyer, launched at Cowes in 1894. She is of 350 tons, 4800 horse-power, and 27 knots speed. Her length, beam, and draught are 205 ft., 20 ft., and 6 ft.

CONQUEROR

The Seven Years' War—			
Action near Toulon	1759	Nelson's search for Villeneuve in Mediterranean . . .	1805
Boscawen's action with De la Clue off Lagos	1759	Nelson's search for Villeneuve in West Indies . . .	1805
The blockade of Cadiz	1759	The blockade of Cadiz	1805
The War of American Independence—		The battle of Trafalgar	1805
The battle off Grenada	1779	Captured French "Bucentaure"	1805
Parker's action with La Motte Picquet	1779	Operations in River Gironde	1806
"Exactly as if she were turning into Spithead"	1779	Assisted to capture French "César"	1806
Rodney's first action with De Guichen	1780	The blockade of the Tagus	1807
Rodney's second action with De Guichen	1780	Succoured the Portuguese Royal Family	1807
Rodney's third action with De Guichen	1780	The blockade of Toulon	1810
The battle of Dominica	1782	The affair off Bandol	1810
The Wars of the French Revolution and Empire—		Action with French "Amélie" and French "Adrienne"	1811
The blockade of Toulon	1804	Forced passage of Straits of Simonoseki	1864

CONQUEROR.—One who subdues or subjugates a nation or nations by the use of military force. An epithet applied to William I., King of England and Duke of Normandy, on account of his conquest of England in 1066. But the word conqueror in the legal sense must be taken as meaning the purchaser or acquirer.

The first "CONQUEROR" was an 8-gun ship, captured in the Mediterranean in 1746 by the "Lowestoffe," Captain Cruickshank. She was of 308 tons and carried a crew of 45 men. Her length, beam, and draught were 94 ft., 28 ft., and 12 ft., and for some time she acted as a fireship.

In 1748 she was sold for £421.

The second "CONQUEROR" was a 70-gun ship, launched at Harwich in 1758. She was of 1432 tons and carried a crew of 520 men. Her length, beam, and draught were 160 ft., 45 ft., and 18 ft.

On June 7th, 1759, the "Conqueror," commanded by Captain William Lloyd, in company with the "Culloden" and "Jersey," proceeded into a fortified bay near Toulon to attack two French frigates. The ships were gallantly taken in; but, when under the batteries they were becalmed, and after a sharp two hours' engagement they had to be recalled without having accomplished their object. The ships lost 26 killed and 45 wounded, to which the "Conqueror" contributed 2 killed and 4 wounded.

On August 18th, 1759, the "Conqueror," commanded by Captain Robert Harland, took part in Admiral the Hon. Edward Boscawen's victory over the French in Lagos Bay. On the 17th two frigates reported to Boscawen at Gibraltar that the French fleet were in sight. Admiral Boscawen at once proceeded to sea with 29 ships in all and gave chase. There were only seven French ships. The English fleet got much scattered, but by 1 P.M. on the 18th eight English ships got up with the French and engaged them. Admiral Boscawen's flagship the "Namur" was so disabled that the Admiral had to shift his flag. The French made off and the English chased through the night. During the afternoon the "Centaur" had struck her colours, and during the night two French ships escaped. On the morning of the 19th the remaining four ships stood into Lagos Bay. The French admiral was wounded, his flagship ran ashore, and she was forced to surrender. The other three French ships anchored under the Portuguese batteries. The English attacked, burnt one and captured two, thus bringing to a conclusion a very satisfactory piece of work. The French lost heavily, but the British lost only 56 men killed and 196 wounded. Admiral Boscawen was made a Privy Councillor, and also a General of Marines. The "Conqueror" remained and assisted in the blockade of

THE KING'S SHIPS

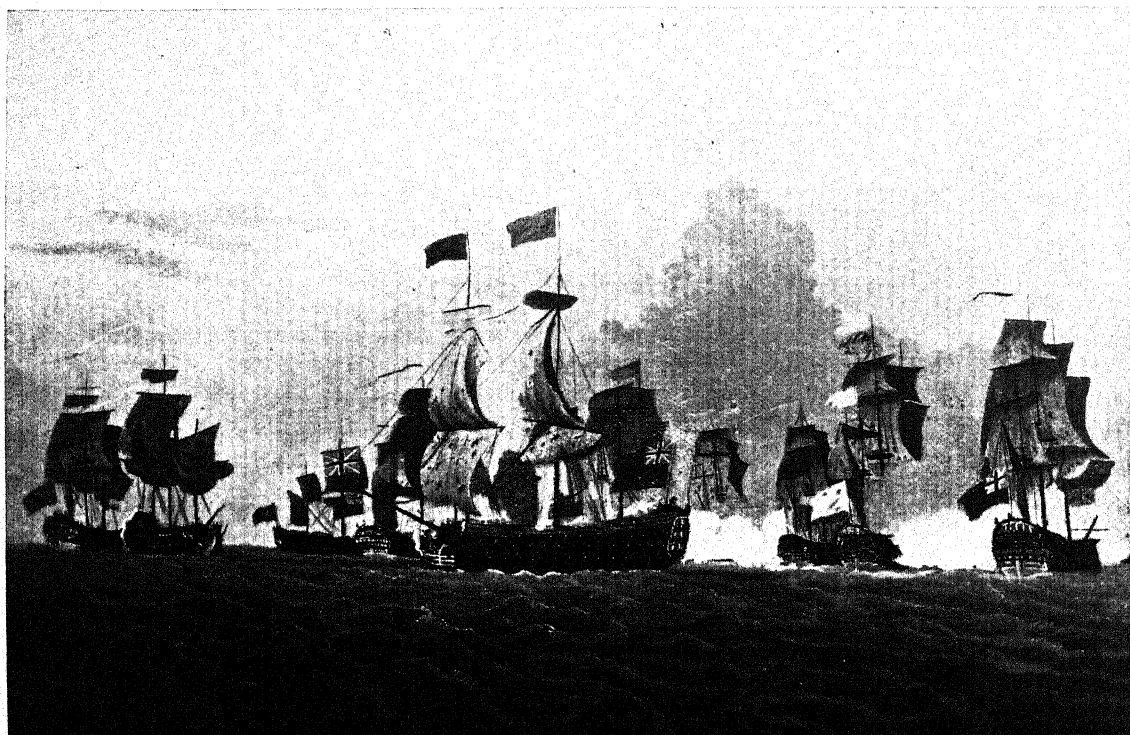
CONQUEROR

Cadiz, in which port a large part of the French squadron had taken refuge, and at one time she flew the flag of Vice-Admiral Thomas Broderick on this service.

On October 26th, 1760, the "Conqueror," while commanded by Captain Lloyd, was wrecked and lost on St. Nicholas Isle, Plymouth.

The third "CONQUEROR" was a 74-gun ship, launched at Plymouth in 1773. She was of 1606 tons and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 20 ft.

On June 9th, 1778, the "Conqueror," commanded by Captain Thomas Graves, was one of a fleet of 14 ships which sailed for North America to take part in the war with the American colonies, under Vice-Admiral the Hon. J. Byron, who flew his flag in "Princess Royal." They reached Halifax on August 26th and proceeded on various services.



After R. Paton. Engraved by P. C. Canot and W. Woollett.

T. H. Parker, Brothers.

BOSCAWEN AND DE LA CLUE OFF LAGOS.

On July 6th, 1779, the "Conqueror," commanded by Captain Harry Harwood and flying the flag of Rear-Admiral Hyde Parker, took part in the action against the French, known as the battle of Grenada. The French, under Admiral D'Estaing, consisted of 25 ships of the line and several frigates. The English, under Vice-Admiral John Byron, consisted of 21 ships of the line and one frigate. The French were anchored off Georgetown on the south-west of the island and the English approached during the night. The French weighed at 4 A.M. and the English at once chased. The English then attacked in utter confusion and disorder, and four ships got separated from the main body and were very badly mauled. The French lost no ships and eventually hauled off.

The British lost 183 killed and 346 wounded, whereas the French had 190 killed and 759 wounded, but the action reflected no credit on either side.

On December 18th, 1779, the "Conqueror," commanded by Captain Walter Griffith, took part in a smart action between the French and English in the West Indies. The English sighted from St. Lucia a French convoy of 26 ships escorted by a frigate under Monsieur La Motte Picquet. Rear-Admiral Hyde Parker—the bulk of his squadron had been undergoing a refit at the time—at once sailed with six ships, the "Conqueror" being one, and by superior sailing she was first in action. The British captured nine merchant vessels, and managed to

drive four on shore. The French rear-admiral now put to sea from Martinique with three ships to retaliate, and the "Conqueror" and others engaged slightly, but were recalled, Captain Griffith being killed by the last broadside. The handling of the "Conqueror" during the engagement elicited warm praise from Admiral Parker, who said "The ship had been handled—fighting all the time—with as much exactness as if she were turning into Spithead." The "Conqueror" lost 4 killed and 11 wounded, and the Commander-in-Chief said in his report of Captain Walter Griffith, "The service cannot lose a better officer or a better man."

On April 17th, 1780, the "Conqueror," commanded by Captain Thomas Watson and flying the flag of Rear-Admiral Joshua Rowley, took part in an action between the English and French fleets in the West Indies. The English fleet, commanded by Admiral Sir George Rodney, consisted of 20 ships of the line, two of which mounted 90 guns, and 6 small frigates. The



After R. Paton. Engraved by J. Fittler.

THE BATTLE OF DOMINICA.

British Museum.

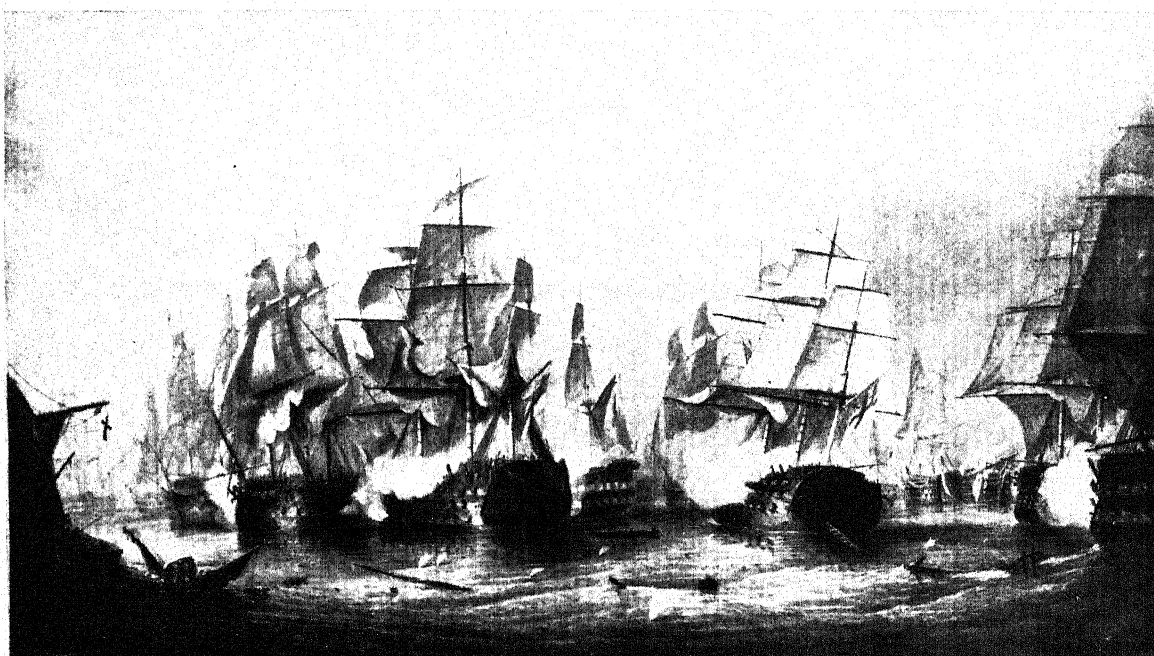
French, under Rear-Admiral de Guichen, consisted of 24 ships of the line and carried 3000 troops. The "Conqueror" was the flagship of the rear division. The enemy were sighted on the night of the 16th in the lee of Martinique, and a general chase was at once ordered by Rodney. On the 17th the fleets manœuvred for position all the forenoon, and at noon Rodney stood over to attack. A signal from the flagship was misunderstood, and the "Stirling Castle," the leading British ship, led towards the leading French ship, instead of to the ship opposite her. The action began at 1 P.M. By 4.15 P.M. the English flagship had beaten three French ships out of the line, and at 4.30 the French stood away after an indecisive action. The British lost 120 killed, 354 wounded, 1 captain killed and 2 wounded. The French lost 222 killed and 537 wounded. Admiral Rodney censured Rear-Admiral Rowley and the other junior flag-officer for inattention to signals, and gave several captains certificates, on which he wrote "He meant well, and would have done his duty had he been permitted." The "Conqueror" lost 13 killed and 36 wounded.

On May 15th, 1780, the "Conqueror" took part in the second action off Martinique between Admiral Rodney and De Guichen, and on this occasion had the honour of being in the van. The fleets manœuvred for position for five days, and on the afternoon of the 15th

an indecisive and partial engagement resulted in which the British van exchanged a close cannonade with the enemy's rear. The British fleet consisted of 20 sail of the line, and the French had 23. The British lost 21 killed and 100 wounded.

On May 19th, 1780, the "Conqueror" took part in the third indecisive action between Rodney and De Guichen. This engagement was of exactly the same character as that fought four days previously. The British lost 47 killed and 113 wounded, to which the "Conqueror" contributed 18 killed and 69 wounded during the three fights. Unfortunately Flag-Captain Thomas Watson, of the "Conqueror," died of his wounds, and the ship was so shattered that she had to run before the wind to St. Lucia for a big refit.

In April 1782 the "Conqueror," commanded by Captain George Balfour, was one of a fleet of 36 ships of the line under Admiral Sir George Rodney, who flew his flag in "Formidable." They met in the West Indies, between Dominica and Guadeloupe, a French fleet of 30 ships of the line, commanded by Vice-Admiral Comte de Grasse with his flag in "Ville de



Painted by Admiral Sir Edward Inglefield.

THE ATTACK AT TRAFALGAR.

Rear-Admiral Edward F. Inglefield.

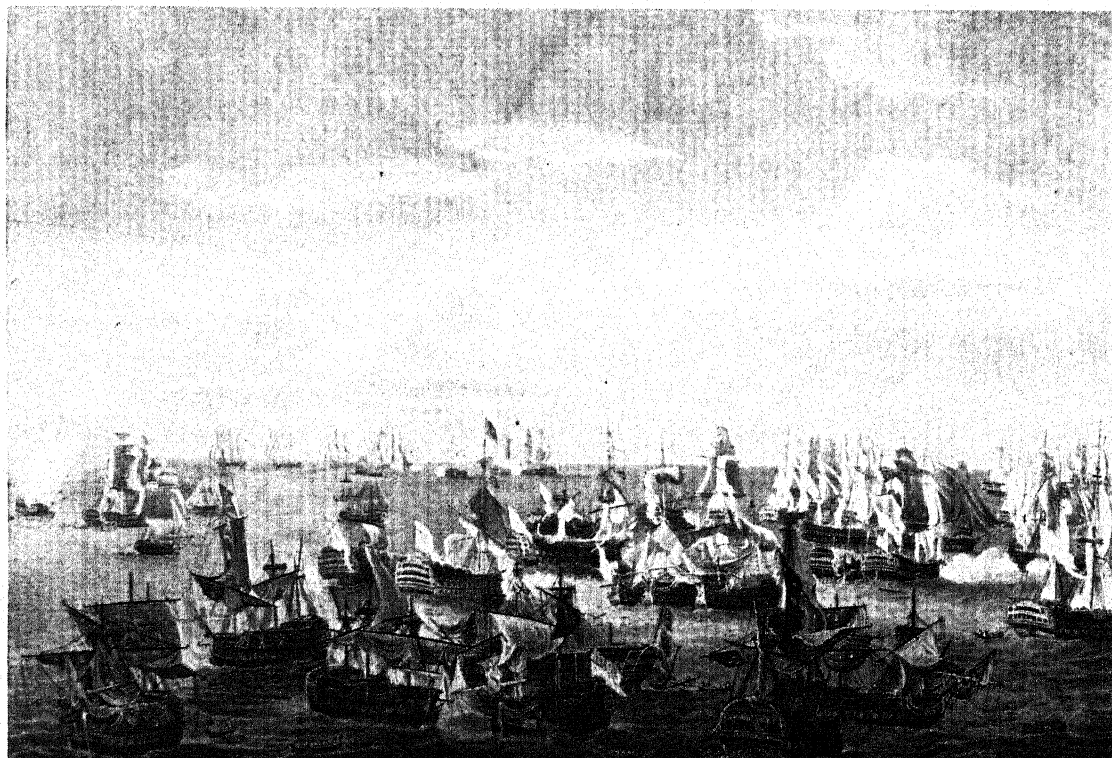
Paris." The fighting was spread over several days and the French were defeated. The fleets first met on April 9th, and De Grasse at once detached his convoy into Guadeloupe. Two actions took place on this day, one lasting an hour and the other an hour and a half. The English received some injuries and lay to that night for repairs. The French fled, and the English pursued during the three following days. The fleets met again on April 12th, and the French ships fired the first shot at 8 A.M. By 9 A.M. the action was general, and the English fleet broke the French line in three places. The action was brought to a conclusion at 6 P.M. by the surrender of the French flagship "Ville de Paris." Sir George Rodney's action in not following up the victory by a pursuit was much criticised. Rear-Admiral Sir Samuel Hood said that 20 French ships would have been captured had the Commander-in-Chief chased. The British lost 243 killed and 816 wounded, and 2 captains out of 36 were killed. The "Conqueror" lost 7 killed and 23 wounded. The French loss in killed and wounded has never been stated, but must have been considerably higher than that of the English; of captains alone 6 were killed out of 30. The English lost no ships. The French lost five captured, and three crippled ships were despatched to seek safety in friendly harbours. On the 17th Rear-Admiral Sir Samuel Hood was sent in pursuit of the enemy; he captured four French ships, two of which were crippled and seeking safety. Sir George Rodney was created a Peer for this victory, with £2000 a year settled on the title in perpetuity.

In 1797 the "Conqueror" was broken up.

The fourth "CONQUEROR" was a 74-gun ship, launched at Harwich in 1801. She was of 1854 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 49 ft., and 20 ft.

In 1804 the "Conqueror," commanded by Captain Israel Pellew, was one of a fleet of ships under Vice-Admiral Lord Nelson with his flag in "Victory" which was engaged in various operations in the Mediterranean, principally in the blockade of Toulon, or, as Nelson termed it, "watching the port and trying to induce the enemy to come out."

On January 19th, 1805, the "Conqueror," commanded by Captain Israel Pellew, left Agincourt Sound in a fleet of 13 vessels commanded by Vice-Admiral Lord Nelson with his flag in "Victory." They proceeded in chase of the French fleet which had escaped from Toulon



After N. Pocock. Engraved by J. Fittler.

THE CONCLUSION OF TRAFALGAR.

British Museum.

with 11 ships, 7 frigates, and 2 brigs. On February 4th they reached the Egyptian coast, but having failed to find the enemy sailed for Malta, and eventually reached Pulla Road, Cagliari. On March 12th they arrived off Toulon and resumed the blockade.

On April 30th, 1805, the "Conqueror," commanded as before, was off Gibraltar in a fleet commanded by Vice-Admiral Lord Nelson. On May 7th the fleet of 13 ships sailed and reached Lagos Bay on the 10th, and two days later they crowded sail to the westward in chase of the French fleet which, under Vice-Admiral Villeneuve, had gone to the West Indies. The English arrived at Barbados on June 4th, visited Grenada and Antigua, failed to find the French and arrived at Gibraltar again on July 19th.

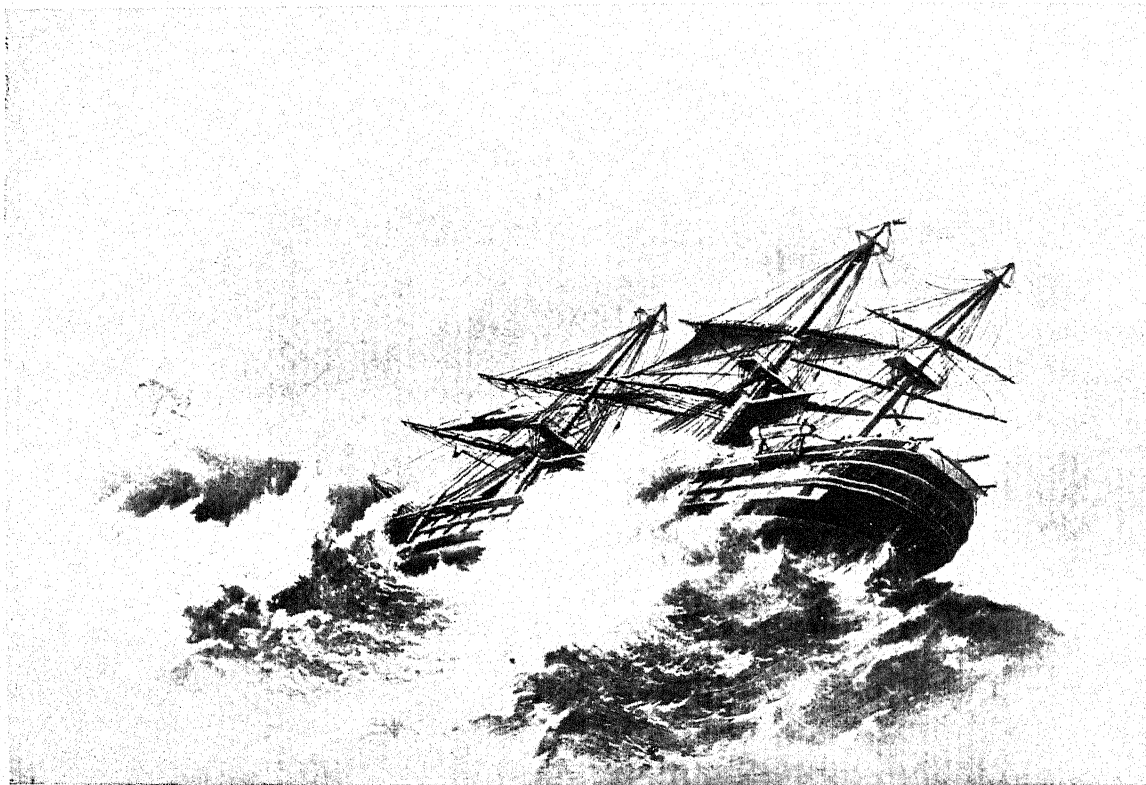
The "Conqueror" then joined the fleet under Vice-Admiral Collingwood which was engaged in the blockade of Cadiz, while Lord Nelson returned to England for a brief rest before resuming duty.

On October 21st, 1805, the "Conqueror," commanded by Captain Israel Pellew, took part in the battle of Trafalgar. The English fleet consisted of 27 ships, 4 frigates, and 2 small craft under Vice-Admiral Lord Nelson with his flag in "Victory." The Franco-Spanish fleet consisted of 33 ships, 5 frigates, and 2 small craft under Vice-Admiral Villeneuve and Admiral Don Frederico Gravina. At daybreak the enemy were discovered 11 miles to leeward. The

THE KING'S SHIPS

CONQUEROR

British fleet stood down to attack in two lines, and the French opened fire on the leader of the lee line at noon. At 12.10 Vice-Admiral Cuthbert Collingwood broke the enemy's line, and at 1 P.M. Lord Nelson did the same. As soon as the light wind permitted the remaining British ships came up and engaged, and by 1.30 P.M. the battle was at its height. The "Conqueror" was the sixth ship in Lord Nelson's weather column, and after rounding the "Bucentaure's" stern, hauled up on that vessel's starboard quarter and beams, and very speedily induced the French flagship to haul down her colours. Captain James Atcherley, of the "Conqueror's" marines, commanded the boat which was sent to take possession, and carried back Villeneuve and his two captains to surrender their swords to Captain Israel Pellew; but missing his own vessel he boarded the "Mars" instead of the "Conqueror," her sister ship; and in the "Mars" the French officers remained. The "Conqueror" had in the meantime employed her star-



THE FIFTH "CONQUEROR."

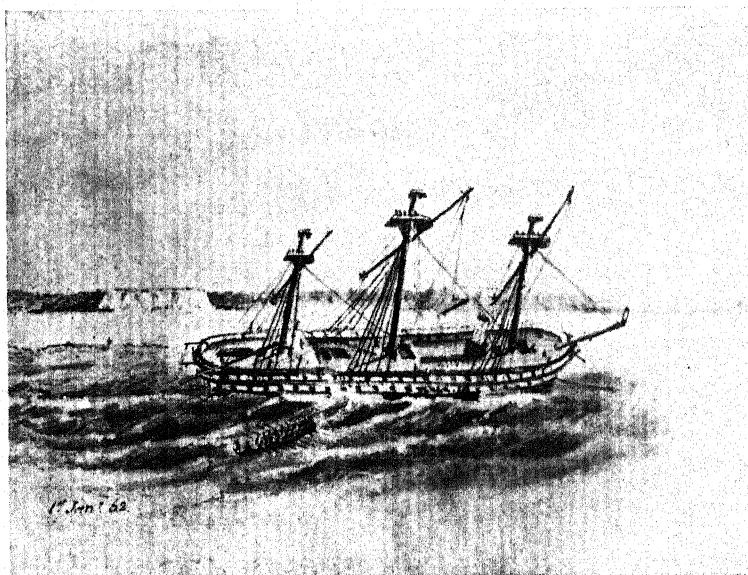
Commander William E. Miller, R.N.

board guns at long range against the "Santissima Trinidad," and had subsequently proceeded in chase of some of the enemy that were endeavouring to escape. At 1.25 Lord Nelson was mortally wounded while walking the "Victory's" quarter-deck with his flag-captain, and by 3 P.M. the firing had diminished. At 4.40 P.M., having learned of the completeness of the victory, the British Commander-in-Chief quietly and without a struggle ceased to breathe. By 5 P.M. the fight was over, the fleet being 8 miles N.W. by W. of Trafalgar. The British lost 449 killed, which included Vice-Admiral Lord Nelson, 2 captains and 34 officers; and 1241 wounded, which included 106 officers. The "Conqueror" lost 3 killed, which included Lieutenants Robert Lloyd and William M. St. George, and 9 wounded, which included Lieutenant Thomas Wearing, of the Royal Marines, and Lieutenant Philip Mendel, of the Imperial Russian Navy. The British ships suffered severely in the hulls, and many were wholly or partially dismasted. The Franco-Spaniards lost 18 ships captured, of which one blew up. It appears that the enemy lost about 7000 killed and wounded, which included 2 admirals and 7 captains killed. The remainder of the allied fleet managed to escape, and six months afterwards the French Commander-in-Chief, Vice-Admiral Villeneuve, died at Rennes—it is said by his own hand—and was buried without military honours. Of the seventeen prizes two sank, two were retaken, six were wrecked and lost in a storm after

the battle, two were burned, and one was destroyed. The eldest surviving brother of Lord Nelson was created an earl with £5000 a year settled on the title in perpetuity, and given £99,000 to buy an estate. An annuity of £2000 was assigned to Lady Nelson, and a sum of £15,000 was given to each of Nelson's two sisters. Vice-Admiral Collingwood was created a Peer with £2000 a year, and Flag-Captain Thomas Masterman Hardy was made a Baronet. A large number of lieutenants were promoted, and the fleet received the thanks of both Houses of Parliament. When the "Conqueror" received the necessary repairs after this battle her figurehead was appropriately changed to a bust of Lord Nelson.

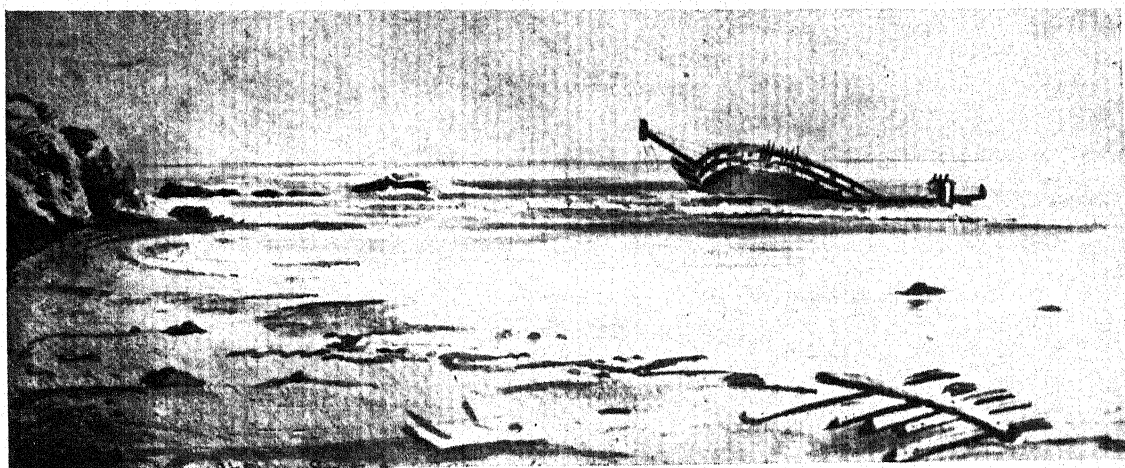
On the night of July 15th, 1806, the boats from the "Conqueror," Captain Israel Pellew, and seven other ships proceeded into the Gironde to attack a French convoy and two corvettes that were lying there. They boarded and captured the 16-gun corvette "César," but with the heavy loss of 9 killed, 39 wounded, and 20 prisoners taken through the sinking of an English boat.

In 1807 the "Conqueror," commanded by Captain Israel Pellew, was one of a squadron of nine vessels engaged in the blockade of the Tagus under Rear-Admiral Sir Sydney Smith with his flag in "Hibernia." The Portuguese Royal Family, headed by Prince Regent Dom João,



Commander William E. Miller, R.N.

THE FIFTH "CONQUEROR" ON RHUM KEY.



Commander William E. Miller, R.N.

LAST VIEW OF THE FIFTH "CONQUEROR."

then allowed themselves to be persuaded to leave Portugal until the trouble with France was settled. The "Conqueror" assisted to escort the Portuguese Royal Family some distance on their way to South America and resumed the blockade of the Tagus, inside of which were several Russian ships which were eventually held in custody by England until the end of the war.

In July 1810 the "Conqueror," commanded by Captain Edward Fellowes, was

THE KING'S SHIPS

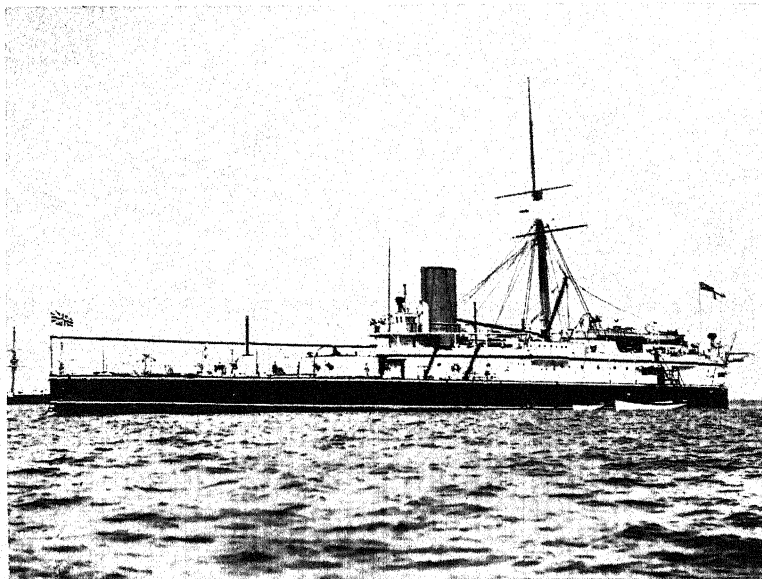
CONQUEROR

engaged in the blockade of Toulon, and on one occasion she assisted to chase a French convoy into the little port of Bandol.

On July 19th, 1811, the "Conqueror," commanded by Captain Edward Fellowes, assisted by the "Sultan," chased and partially engaged the French frigates "Amélie" and "Adrienne" which were returning from Genoa with Naval conscripts and were trying to enter Toulon. But thirteen French sail of the line approached, and after the exchange of a few distant broadsides the British ships withdrew.

In 1822 the "Conqueror" was broken up at Chatham.

The fifth "CONQUEROR" was an 101-gun screw ship launched at Devonport in 1855. She was of 3265 tons and 800 horse-power. Her length, beam, and draught were 240 ft., 55 ft., and 23 ft.



From the photograph by H. J. Symonds.
THE SEVENTH "CONQUEROR."

On December 29th, 1861, the "Conqueror," while commanded by Captain Edward S. Sotheby, C.B., was wrecked and lost on Rhum Key in the Bahamas.

The calamity was due to the current having taken the ship some twenty miles out of her reckoning. In the subsequent court-martial, held at Bermuda in February of the following year, Captain Sotheby urged upon the court "that it was no part of his duty to doubt the accuracy of the navigator's work." The court apparently agreed with this dictum, for they acquitted the captain and reprimanded the navigator. The Admiralty disagreed with the view held by the court, and added to the Regula-

tions an article putting the responsibility upon the captain.

The sixth "CONQUEROR" was an 120-gun battleship which had been launched at Chatham in 1833 as the "Waterloo" on June 18th, the anniversary of the battle. The ship had been eight years on the stocks. She was of 2845 tons, 500 horse-power, and carried a crew of 1000 men. Her length, beam, and draught were 218 ft., 55 ft., and 21 ft.

In 1859 this ship was converted to a screw 78-gun ship, and she was renamed "Conqueror" in 1862.

In September 1864 the "Conqueror," commanded by Captain William G. Luard, was one of an allied fleet of British, French, American, and Dutch ships—eighteen in all—under Vice-Admiral Sir Augustus Kuper with his flag in "Euryalus." On September 5th the fleet began to force a passage of the Straits of Simonoseki by attacking the batteries at Toyoura, and by the evening a large number of batteries had been silenced. The "Conqueror" during these operations carried on board a battalion of Royal Marines. On September 6th a large landing party, including these marines, were sent on shore, and after overcoming trifling opposition, dismounted and spiked the guns in the principal batteries, and blew up the magazines. A surprise attack by the Japanese was repulsed, mainly owing to the promptitude and gallantry of the marines under Colonel William G. Suther, and seven small guns were captured. On September 8th Vice-Admiral Kuper shifted his flag to a small ship, and with four other ships in company bombarded and destroyed the two remaining batteries. Strong parties were then landed from the ships, and

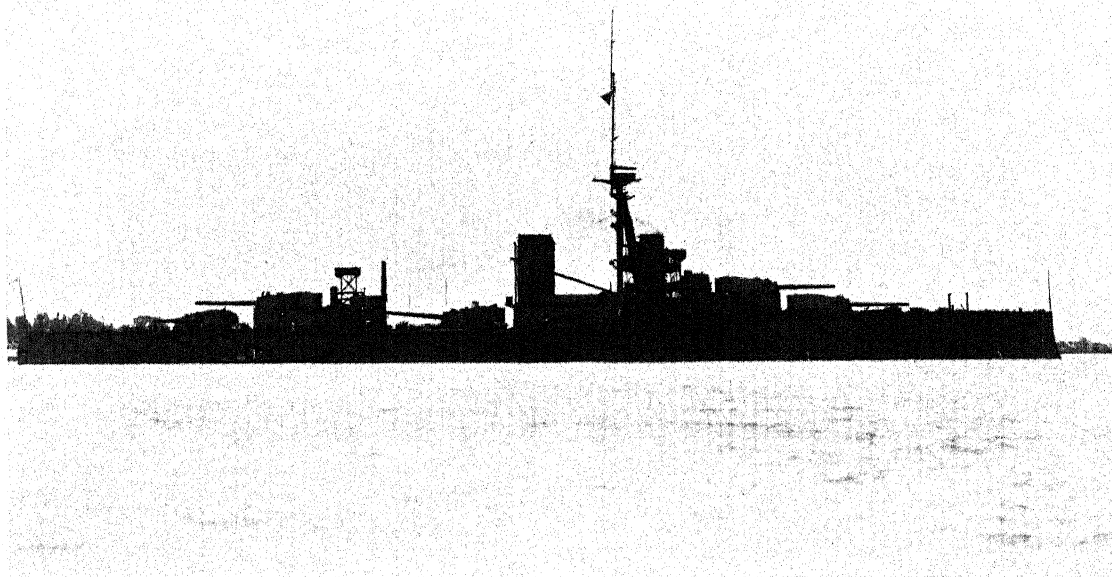
no less than sixty-two heavy guns were brought off. The Japanese then sent off an officer of high rank, who promised to erect no more batteries and to keep the strait open in future. In the course of the operations the allies lost 12 killed and 60 wounded, to which the British contributed 8 killed and 48 wounded. The "Conqueror" lost 2 killed and 4 wounded, apart from the losses of the marine battalion.

This vessel was eventually lent to the Marine Society for training poor boys of good character for the sea. Her name was changed to "Warspite," and she may still be seen at Greenhithe.

The seventh "CONQUEROR" was a 10-gun twin-screw turret ship, launched at Chatham in 1881. She was of 6200 tons, 6000 horse-power, and 13 knots speed. Her length, beam, and draught were 270 ft., 58 ft., and 23 ft.

This vessel, generally known as the "Sea Boot," because of her unusual shape, performed no noteworthy service, and after fifteen years' duty as tender to the Gunnery School at Devonport she disappeared from the Navy list in 1905, being sold for nearly £17,000.

The eighth "CONQUEROR" is a 26-gun turbine battleship launched at Dalmuir yard in 1911. She is of 22,500 tons, 27,000 horse-power, and 22 knots speed. Her length, beam, and draught are 545 ft., 88½ ft., and 28 ft.



THE EIGHTH "CONQUEROR."

From the photograph by H. J. Symonds.

CONTEST

The Wars of the French Revolution and Empire—

Operations at Pointe de l'Aiguillon 1804
 Action in Basque Roads 1809

The War with America—

Assisted to capture American "Asp" 1813
 The blockade of Dahomey 1876

CONTEST.—A struggle for victory or superiority, dispute, strife in argument.

The first "CONTEST" was a 12-gun cutter, launched on the Thames in 1797. She was of 159 tons and carried a crew of 50 men. Her length, beam, and draught were 75 ft., 22 ft., and 6 ft.

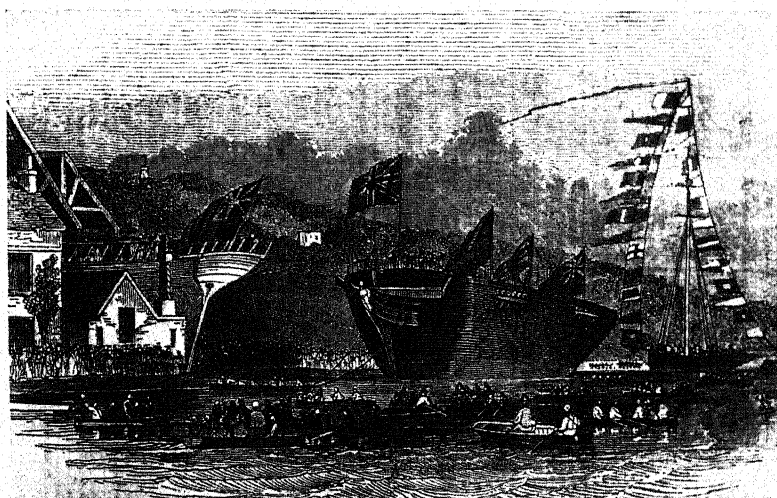
On August 28th, 1799, the "Contest," while commanded by Lieutenant John Ides Short, was wrecked on the coast of Holland, but the crew were saved.

The second "CONTEST" was a 5-gun gunboat, with a crew of 35 men, captured from the Dutch in 1799.

She was broken up at Sheerness in 1803.

The third "CONTEST" was a 12-gun brig, launched at Chester in 1804. She was of 178 tons and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 7 ft.

On May 9th, 1806, the "Contest" co-operated with the "Frisk" and "Pallas" under the orders of Captain Lord Cochrane, in an attack on the French battery on Pointe de l'Aiguillon.



From a contemporary "Illustrated London News."
 LAUNCH OF THE FIFTH "CONTEST."

A party of seamen landed, stormed and captured the place, and spiked three 36-pounder guns.

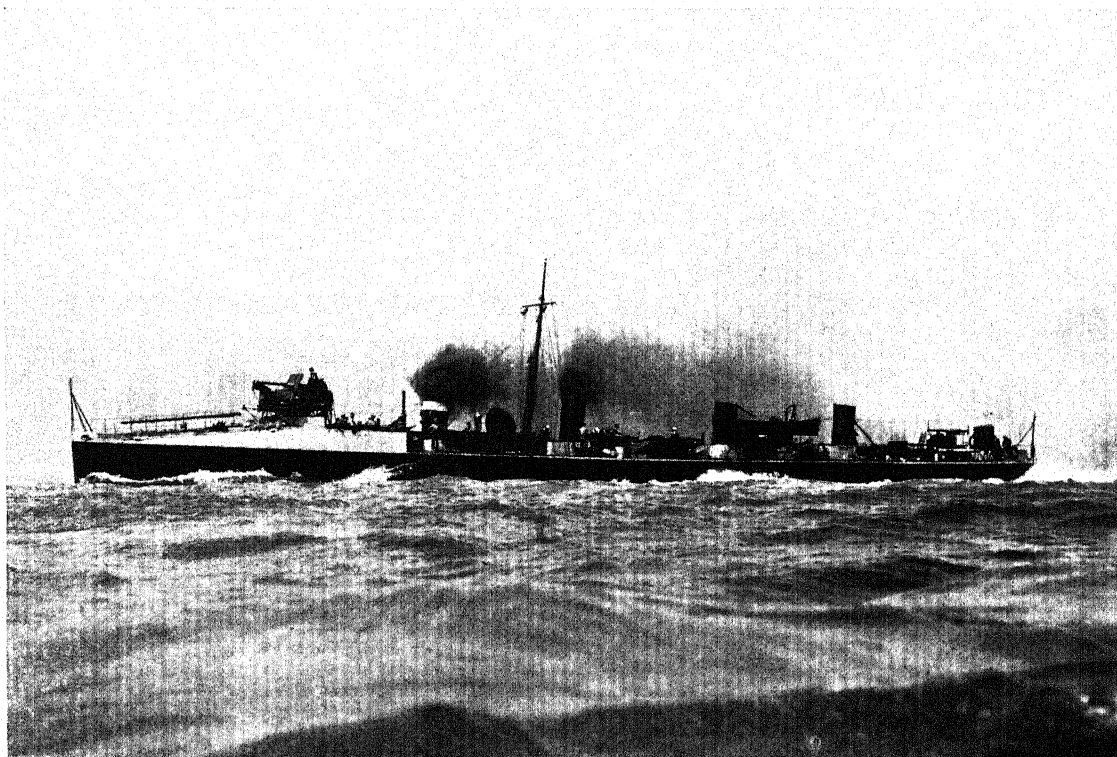
On March 17th, 1809, the "Contest," commanded by Lieutenant John Gregory, was one of a fleet of 60 vessels of various kinds which anchored off Basque Roads under Admiral Lord Gambier with his flag in "Caledonia" to attack the French fleet lying within. A few days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the Admiralty to command the attack by means of fire-ships and explosion vessels.

On April 10th twelve fire-ships arrived escorted by some men-of-war, and on the following day, accompanied by explosion vessels and supported by some men-of-war, they made sail towards the harbour and broke the boom under a heavy fire. The French fell into a great panic, cut their cables, and by midnight all except two had run ashore. In the morning Captain Lord Cochrane signalled to Lord Gambier, that if half the fleet could be sent in the enemy would be completely destroyed. Lord Gambier did not comply with the request. The attack was renewed, and the two remaining French vessels ran ashore in trying to escape. The "Contest" was inside the harbour attacking the enemy. In spite of repeated signals Lord Gambier failed to send adequate support, but by 8 P.M. two French vessels had been captured and

two were blown up. On the day following the attack continued, and on the 14th Lord Cochrane was recalled by Lord Gambier. He returned to England, where he intimated that from his seat in Parliament he would oppose the passage of a vote of thanks to the Commander-in-Chief. Lord Gambier demanded a court-martial, and was considered fortunate in securing an acquittal and the thanks of both Houses of Parliament. Napoleon said that the French admiral was a fool, and that Lord Gambier was no better; also that Lord Gambier had not properly supported Lord Cochrane. Captain Lord Cochrane was made a K.B., and several officers were promoted. The British lost only 8 killed and 24 wounded.

In December 1809 the "Contest," while commanded by Lieutenant John Gregory, foundered and was lost with all hands in the Atlantic Ocean.

The fourth "CONTEST" was a 12-gun brig sloop, launched at Bridport in



THE EIGHTH "CONTEST."

From the photograph by Ernest Hopkins.

1812. She was of 180 tons and carried a crew of 55 men. Her length, beam, and draught were 84 ft., 22 ft., and 8 ft.

On July 14th, 1813, the "Contest," commanded by Captain James Rattray, and the "Mohawk" sent their boats in, and they attacked and captured the American 3-gun vessel "Asp," at Zeocomico River on the American coast. The British set fire to the vessel, but not effectually, because the Americans afterwards extinguished the flames and preserved the vessel. The British lost 2 killed and 6 wounded. The Americans lost 1 killed and 9 wounded.

On April 14th, 1828, the "Contest," while commanded by Lieutenant Edward Plaggenborg, was wrecked and lost with all hands on the Halifax station.

The fifth "CONTEST" was a 12-gun brig, launched at Cowes in 1846. She was of 459 tons and carried a crew of 130 men. Her length, beam, and draught were 109 ft., 32 ft., and 13 ft.

In 1868 this "Contest" was broken up at Portsmouth.

The sixth "CONTEST" was a 350-ton screw gun vessel which was captured from the Japanese Prince of Satsuma at Kagosima, in August 1863.

The British soon afterwards burnt the vessel so that they might be the more free to pursue their bombardment of the batteries.

The seventh "CONTEST" was a 4-gun screw gunboat, launched at Sunderland in 1874. She was of 420 tons, 360 horse-power, and 9 knots speed. Her length, beam, and draught were 125 ft., 23 ft., and 10 ft.

In 1876 the "Contest," commanded by Lieutenant George Allen, was one of a fleet of twelve ships under Commodore Sir William Hewett with his broad pennant in "Active" which engaged in the blockade of Dahomey on the Nigerian coast. The blockade lasted for eleven months in a pestilential climate, and at the end of that time King Gelelé entered into negotiations and the blockade was raised.

In 1889 the "Contest" was broken up at Devonport.

The eighth "CONTEST" was a twin-screw torpedo-boat destroyer, launched at Birkenhead in 1894. She was of 330 tons, 4400 horse-power, and 27 knots speed. Her length, beam, and draught were 210 ft., 19 ft., and 8 ft.

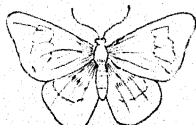
In 1911 this destroyer was sold for £1760.

The ninth "CONTEST" is a turbine torpedo-boat destroyer, launched at Hawthorn, Leslie's Yard in 1912. She is of 935 tons, 24,500 horse-power, and 29 knots speed. Her length, beam, and draught are 260 ft., 27 ft., and 10 ft.

COQUETTE

Engagement with Kagosima Batteries	1863
Passage of the Straits of Simonoseki	1864
The first Ashantee War—	
Naval Brigade landed	1874

The Egyptian War—	
The occupation of Ismailia	1883
The seizure of the Suez Canal	1883
The defence of Suakin	1884
Operations at Hasheen and Khor Ghob	1885
The battle of Tofrik	1885



COQUETTE.—A vain, airy, trifling girl, who endeavours to attract admiration from a desire to gratify vanity, and then rejects her lover.

The first "COQUETTE" was a 28-gun frigate captured from the French.

She was taken in the West Indies on March 2nd, 1783, by the "Resistance," 44, Captain James King, assisted by another small ship.

The second "COQUETTE" was a 2-gun schooner captured from the French.

She was taken on the Jamaica station on February 24th, 1804, by the sloop "Stork," 18 guns, Commander George Le Geyt.

The third "COQUETTE" was a 26-gun ship sloop, launched at Jarrow in 1807. She was of 484 tons and carried a crew of 121 men. Her length, beam, and draught were 113 ft., 31 ft., and 10 ft.

In 1817 the "Coquette" was sold.

The fourth "COQUETTE" was a 3-gun screw despatch vessel, launched at Blackwall in 1855. She was of 677 tons, 200 horse-power, and carried a crew of 90 men. Her length, beam, and draught were 181 ft., 28 ft., and 7 ft.

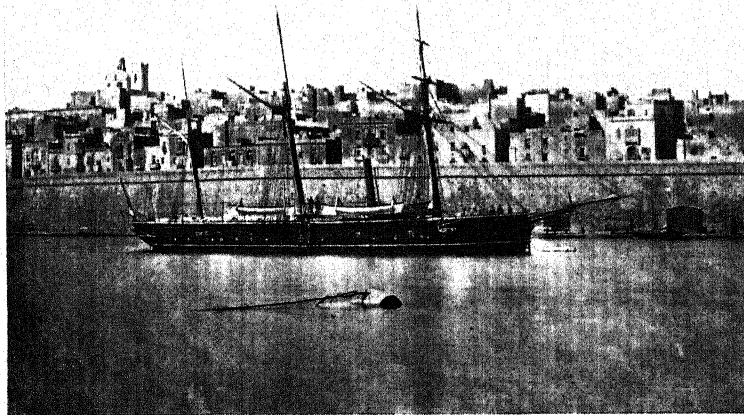
On August 14th, 1863, the "Coquette," commanded by Commander John H. I. Alexander, was one of a squadron of seven ships under Vice-Admiral Kuper with his flag in "Euryalus," which took action against the Japanese Prince of Satsuma for refusing to indemnify the family of an unoffending British merchant who had been murdered.

On August 15th the "Coquette" and four other ships proceeded to a bay to the northward of Kagosima, and seized three Japanese steamers. Soon after this capture the Japanese batteries at Kagosima suddenly opened fire on the British squadron, whereupon the three prizes were at once burned.

The British squadron weighed, and in line of battle proceeded to engage the Kagosima batteries, passing at slow speed along the whole line. During the engagement the "Racehorse" took the ground, but the "Coquette" and two other ships went to her assistance and got her off without damage. Some Japanese junks and an arsenal and foundry were completely destroyed, and the firing ceased for the day. On August 17th a further bombardment took place and much damage was done. The British lost 13 killed, among whom was Gunner Thomas Finn, of the "Coquette," and 50 wounded, and then withdrew to Yokohama. Commander John Alexander was promoted for this service.

It should be noted that this action was fought in weather so bad that the decks were awash.

In September 1864 the "Coquette," commanded by Commander Arthur Roe, was one of an allied British, French, American, and Dutch fleet of 18 vessels under Vice-Admiral Sir Augustus Kuper, who flew his flag in "Euryalus." On September 5th the fleet began a forced passage of the Straits of Simonoseki by attacking the batteries at Toyoura, and by the evening a large



From the photograph by Richard Ellis.
THE FIFTH "COQUETTE."

number of batteries had been silenced. On the following day a landing party was sent ashore and, after overcoming trifling opposition, dismounted and spiked the guns in the principal batteries, and blew up the magazines. A surprise attack by the Japanese was repulsed, and seven small guns were captured, chiefly through the gallantry of the marines.

On September 8th Vice-Admiral Kuper shifted his flag to the "Coquette," and with four other ships in company, bombarded and destroyed two remaining batteries. Strong parties were landed from the ships, and no less than 62 heavy guns were brought off. The Japanese then sent off an officer of high rank, who promised to erect no more batteries and to keep the strait open in future. In the course of the operations the allies lost 12 killed and 60 wounded, to which the British contributed 8 killed and 48 wounded.

In 1874 the "Coquette," commanded at first by Lieutenant Edward Law, and afterwards by Lieutenant William Darwall, was one of a fleet of 18 men-of-war which assisted in the first Ashantee war. A Naval Brigade was landed from the "Coquette" and other ships, which took part in several of the battles, and earned the warm praise of General Sir Garnet Wolseley, who commanded the operations.

In 1875 the "Coquette" was sold.

The fifth "COQUETTE" was a 4-gun screw gunboat, launched at Pembroke in 1876. She was of 430 tons, 406 horse-power, and 9 knots speed. Her length, beam, and draught were 125 ft., 23 ft., and 9 ft.

THE KING'S SHIPS

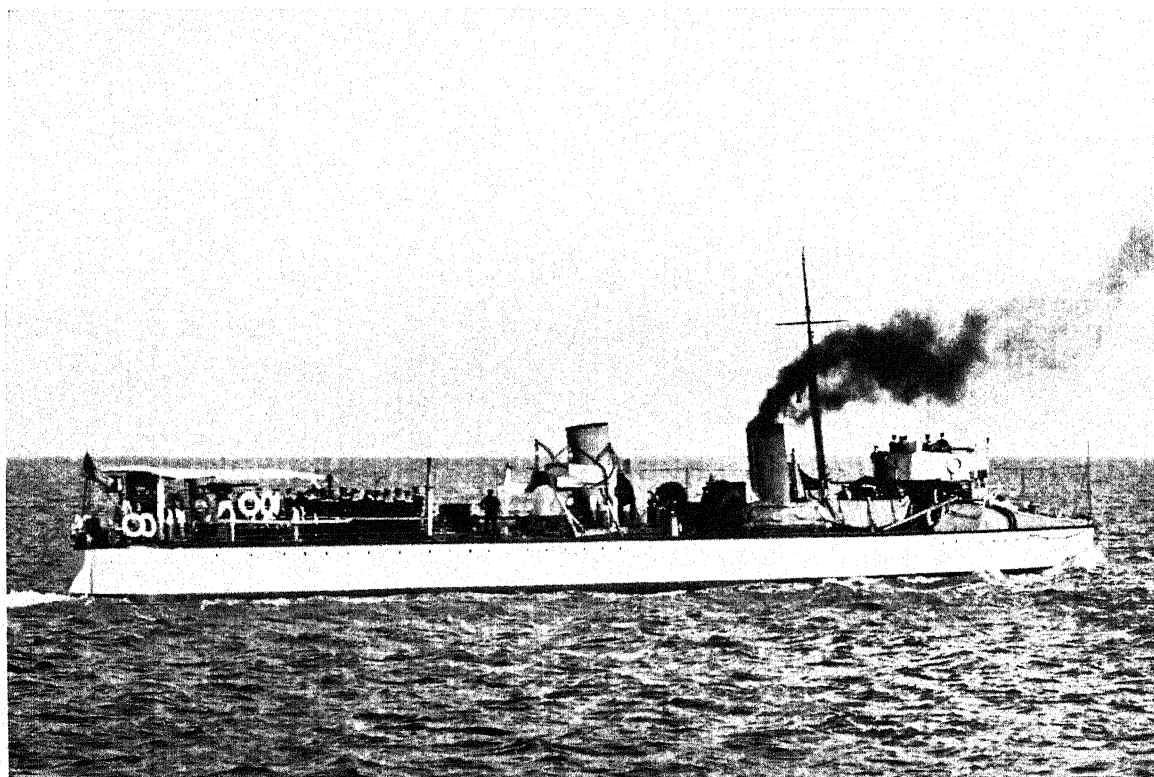
COQUETTE

In 1882 the "Coquette," commanded by Lieutenant Lenox Napier, took part in the Egyptian war.

In August 1883 a landing party from the "Coquette" and other ships, consisting of 565 officers and men, occupied the town of Ismailia in the Suez Canal after some slight fighting. The "Coquette" further assisted in the seizure of the Suez Canal, an operation necessary in order to secure a safe passage for the British troops who were going to use Ismailia as a base.

In February 1884 a landing party from the "Coquette," Lieutenant Fritz Eden Crowe, and two other ships went ashore at Suakin, and assisted in the defence of that place by manning the fortifications.

In March 1885 a Naval Brigade from the "Coquette" and four other ships joined a field force of 13,000 men under Lieutenant General Sir Gerald Graham which marched out of Suakin.



THE SIXTH "COQUETTE."

From the photograph by Richard Ellis.

They occupied Hasheen on March 20th, where the Royal Marines specially distinguished themselves, and on the 22nd, under Major-General Sir J. C. MacNeill, they fought the battle of Tofrik, where the Arabs after a temporary advantage were repulsed with a loss of a thousand dead. The Naval Brigade in this action lost 7 killed and 5 wounded.

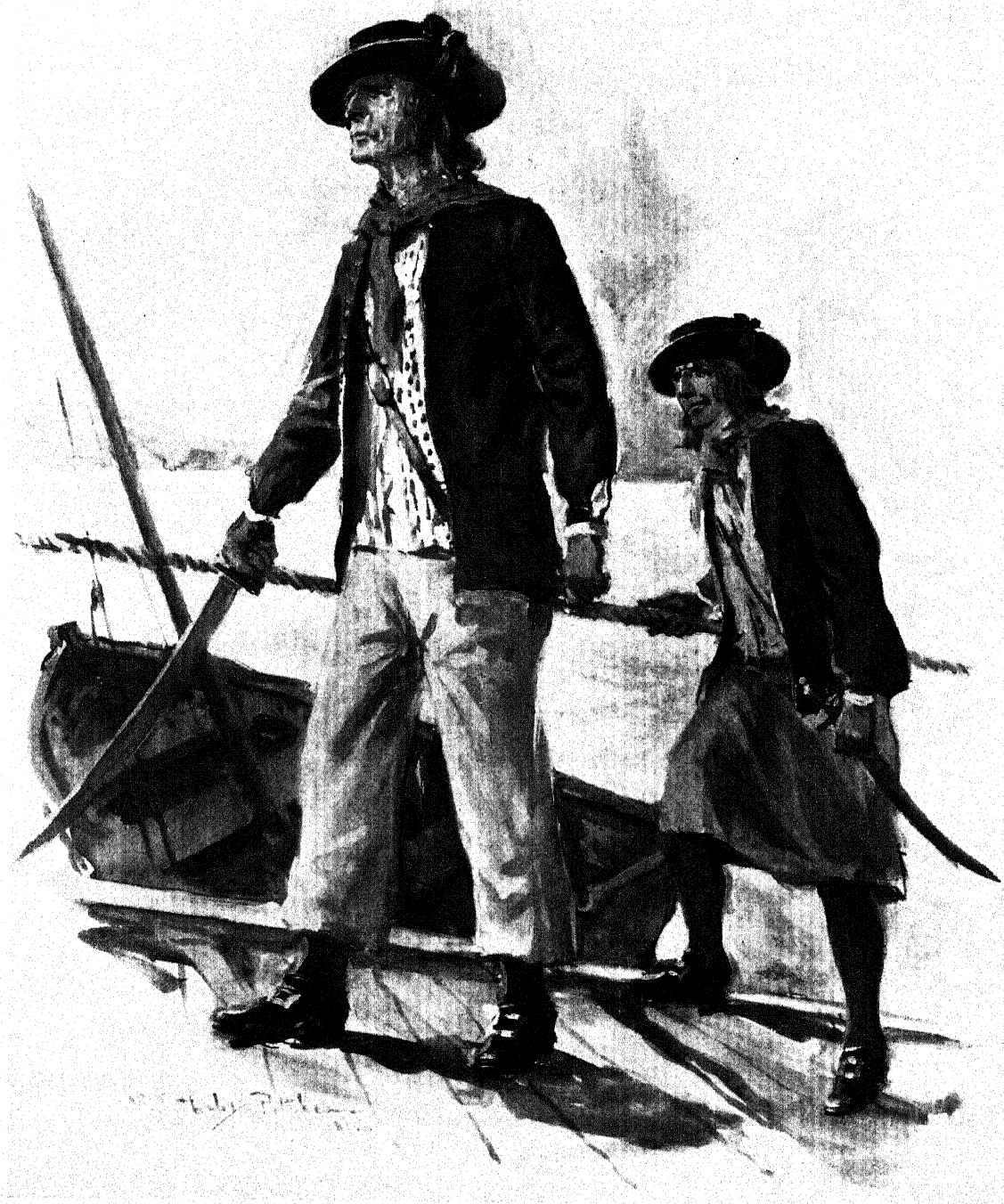
The Naval Brigade burnt a number of huts in the Khor Ghob, and re-embarked again on April 6th.

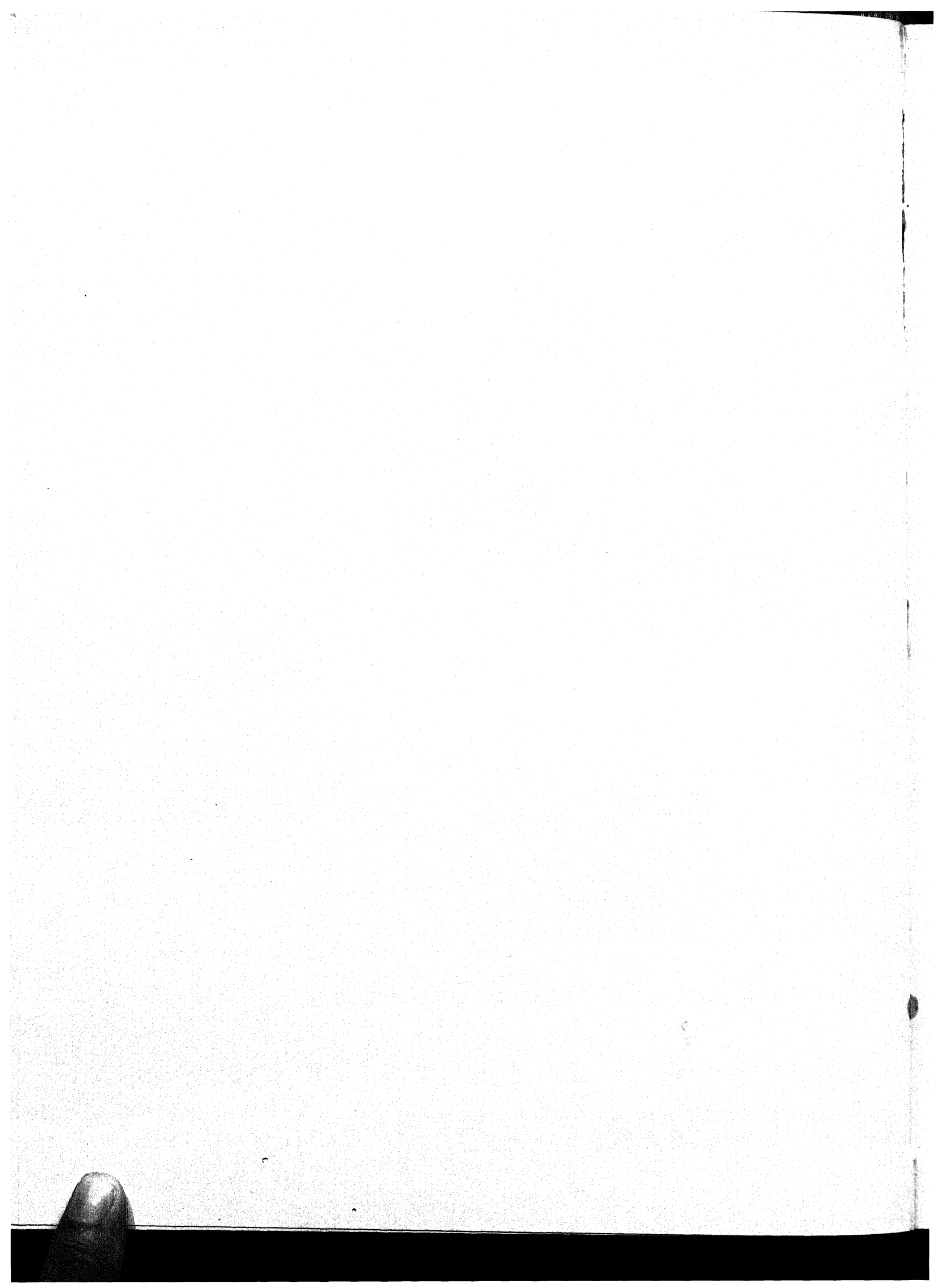
In 1889 the "Coquette" was sold.

The sixth "COQUETTE" is a twin-screw torpedo-boat destroyer, launched at Thornycroft's Yard in 1897. She is of 355 tons, 5700 horse-power, and 30 knots speed. Her length, beam, and draught are 210 ft., 19 ft., and 7 ft.

OUR NAVAL SEAMEN
UNDER SAUNDERS, BOSCAWEN, AND HAWKE
Circa A.D. 1760

WITH A LANDING PARTY





CORMORANT

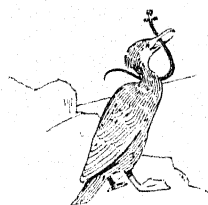
The Seven Years' War—
The capture of Quebec 1759

The War of American Independence—
Action with French squadron off Pondicherry . . . 1778
The blockade and capture of Pondicherry . . . 1778
Captured French "Téméraire" 1782

The Wars of the French Revolution and Empire—
The bombardment of Léogane, San Domingo . . . 1796
Captured French "Alerte" 1796
The blockade of Cadiz 1798
The capture of Minorca 1798
Captured Spanish "Valiente" 1799

Assisted to destroy Spanish "Guadelupe" . . . 1799
Captured Spanish "Vincenzo" 1799
Suppression of slavery on S.E. Coast of America . . 1849
Captured Brazilian slaver "Rival" 1850
Captured slavers "Campadora," "Donna Anna,"
and "Serea" 1850
Operations in River Paranagua 1850

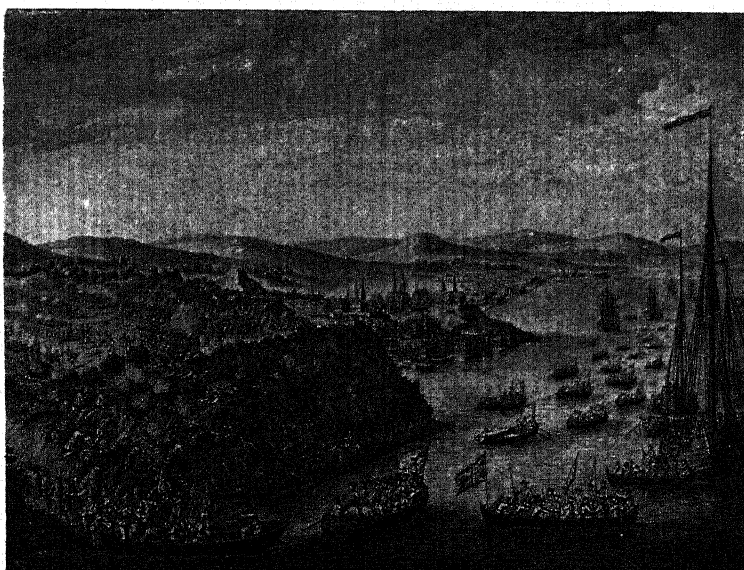
The Second China War—
The bombardment and capture of Taku Forts . . . 1858
Captured Namtao 1858
The attack on the Peiho Forts 1859
"Blood is thicker than water" 1859
Punitive expedition in the New Hebrides 1879



CORMORANT.—From the Latin *corvus marinus*. A large sea-fowl which frequents almost all the sea-coast of Europe, and which breeds in societies at various stations, most generally on steep cliffs, but occasionally on rocky islands and even in trees. The nest consists of a large mass of seaweed and, with the ground immediately surrounding it, generally looks as though bespattered with whitewash, being covered with the excrement of the bird, which lives entirely on fish. The young are hatched blind, and are covered with an inky black skin. The bird is easily tamed, and can be trained to catch fish for its keeper.

The first "CORMORANT" was a 16-gun fireship, captured from the French as the "Marchault" and bought in 1757. She was of 408 tons and carried a crew of 120 men. Her length, beam, and draught were 101 ft., 31 ft., and 11 ft.

In 1759 the "Cormorant," commanded by Captain Patrick Mouat, was in a fleet of 49 ships, besides transports, under the command of Vice-Admiral Charles Saunders with his flag in "Neptune." They left Spithead on February 17th, and having secured pilots by a ruse, they anchored a few miles below Quebec on June 26th with nearly 10,000 troops. On June 28th the French sent down seven fireships and two firerafts, but they were grappled and towed clear by the activity and good conduct of the seamen. The troops were landed and attacked Quebec on September 13th. The seamen assisted with guns. The "Cormorant" proceeded up the river with some sloops and storeships and co-operated in the attack from the westward. On this day both General Wolfe and the Marquis of Montcalm, the English and French Commanders-in-Chief of the troops, were mortally wounded. After some fighting the French retired. Additional ships were brought up to bombard, and on the 17th the enemy



Published by Laurie & Whittle.

CAPTURE OF QUEBEC.

British Museum.

THE KING'S SHIPS

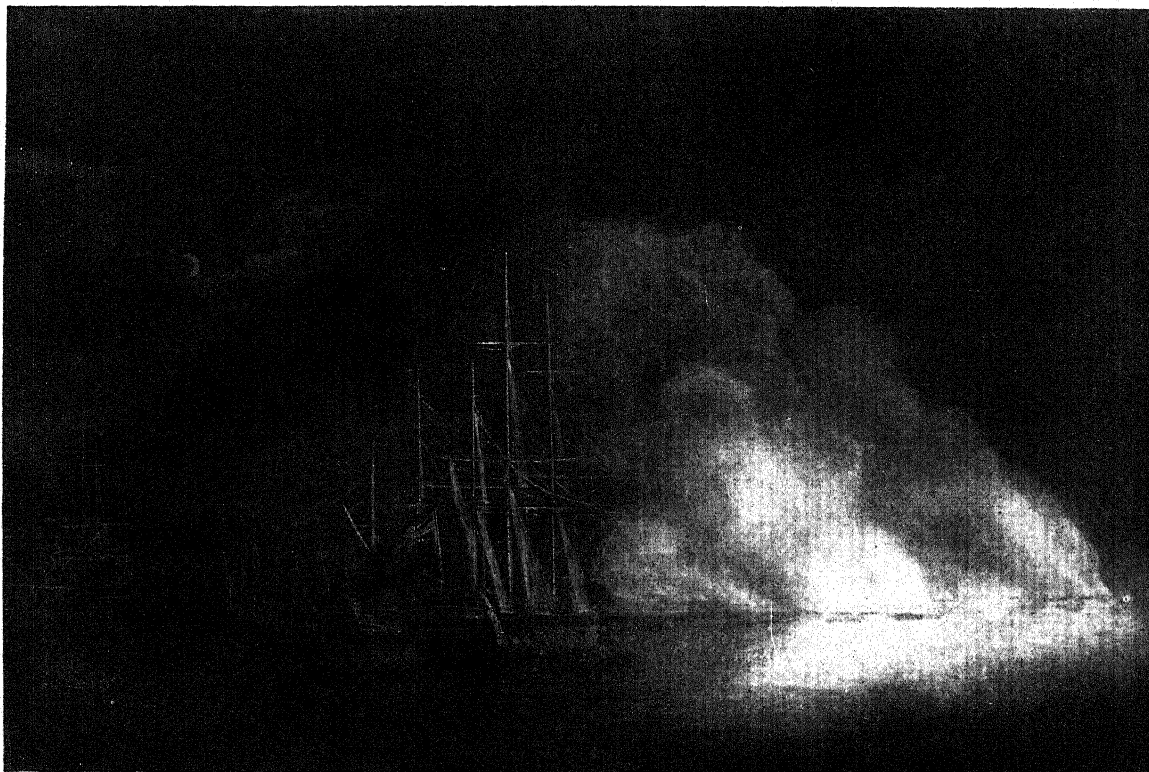
CORMORANT

offered to surrender. On the 18th the Vice-Admiral was one of the signatories to the surrender. The "Cormorant" then returned to England with the Vice-Admiral.

In 1762 the "Cormorant" was sold for £1555.

The second "CORMORANT" was a 14-gun sloop, launched at Ipswich in 1776. She was of 307 tons and carried a crew of 125 men. Her length, beam, and draught were 97 ft., 27 ft., and 10 ft.

On August 8th, 1778, the "Cormorant," commanded by Commander William Owen, was in a squadron of five vessels commanded by Commodore Sir Edward Vernon which anchored in the roads of Pondicherry to blockade the place and assist the army which was attacking the French town. Soon after arrival Captain Owen was killed by accident, and was succeeded by



Painted by D. Serres, R.A.

DEFEAT OF FRENCH FIRESHIPS AT QUEBEC.

Royal Naval College, Greenwich.

Commander Charles Pole. On August 9th a French squadron under Captain Tronjoly appeared. Vernon proceeded in chase and an action was fought on the 10th. It was of an indecisive character, but the French squadron anchored off Pondicherry, Vernon remaining at sea to repair damages. On the 20th the English fleet returned and the French quitted the roads. The English blockaded closely, and on October 17th Pondicherry capitulated.

On August 24th, 1781, while commanded by Commander Robert M'Evoy and cruising with the "Sandwich," another armed ship, the "Cormorant" was captured off Charleston Bar by the French fleet commanded by Vice-Admiral Comte de Grasse.

The third "CORMORANT" was a 16-gun sloop taken in America and bought into the Navy in 1781. She was of 198 tons and carried a crew of 90 men. Her length, beam, and draught were 90 ft., 22 ft., and 8 ft.

On July 30th, 1782, while under the command of Commander John Melcomb, the "Cormorant" captured the French 10-gun sloop "Téméraire" some days out of Brest. The "Cormorant" was renamed "Rattlesnake" in 1783.

The fourth "CORMORANT" was a 16-gun sloop, launched on the Thames in 1794. She was of 427 tons and carried a crew of 125 men. Her length, beam, and draught were 108 ft., 30 ft., and 11 ft.

In 1796 the "Cormorant," commanded by Commander Francis Collingwood, acted in a squadron commanded by Rear-Admiral William Parker which co-operated with the army in an attack on Léogane, San Domingo. The forces were landed on March 21st under cover of the fire of the "Cormorant" and other ships. The ships then cannonaded the town and works. But the place proved stronger than was anticipated, and after several ships had been damaged aloft the attempt was abandoned.

Early in 1796 the "Cormorant," commanded by Commander Joseph Bingham, captured the French 14-gun sloop "Alerte" in the West Indies.

On December 24th, 1796, the "Cormorant," while commanded by Lieutenant Thomas Gott, was accidentally blown up at Port au Prince in the West Indies. Lieutenant Gott and a large number of the crew perished with the ship.

The fifth "CORMORANT" was a French 18-gun ship. She was of 564 tons and carried a crew of 155 men. Her length, beam, and draught were 119 ft., 33 ft., and 12 ft.

She was captured as the "Etna" on the coast of France by the "Melampus" and "Childers" on November 13th, 1796; her name was changed to "Cormorant" to replace the earlier ship, blown up, as above.

In 1798 the "Cormorant," commanded by Captain Lord Mark Robert Kerr, was engaged in the blockade of Cadiz under Earl St. Vincent.

In October the "Cormorant" was detached in a fleet of eleven vessels and several transports under Commodore J. T. Duckworth with his broad pennant in "Leviathan," against the Island of Minorca. They carried a large body of troops under General the Hon. Charles Stuart. On November 7th, after small resistance, Fornelle was abandoned by the Spaniards, Mercadel was taken possession of, and the troops advanced. A small Spanish squadron was driven off on November 13th, and on the 15th the whole island capitulated, surrendering 3500 men, an unfinished brig, and fourteen small gun-vessels.

On January 2nd, 1799, the "Cormorant," commanded by Captain Lord Mark Kerr, captured the Spanish 12-gun packet "Valiente" off Malaga.

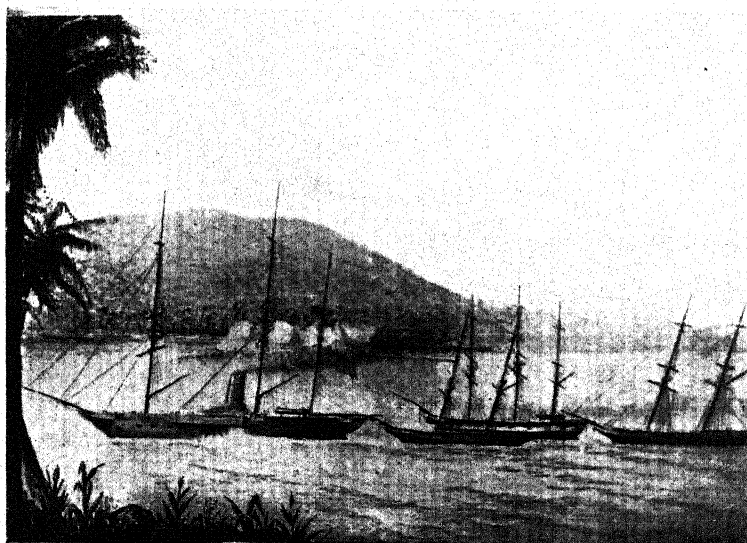
On March 16th, 1799, the "Cormorant," commanded by Lord Mark Kerr, and assisted by the "Centaur," engaged and drove ashore the Spanish 34-gun frigate "Guadalupe."

On March 19th, 1799, the "Cormorant," commanded by Captain Lord Mark Kerr, captured the Spanish 18-gun sloop "Vincenjo."

On May 20th, 1800, the "Cormorant," commanded by Captain the Hon. Courtenay Boyle, was wrecked and lost on the coast of Egypt, but the crew were saved.

The sixth "CORMORANT" was a 16-gun ship sloop purchased in 1804. She was of 328 tons and carried a crew of 70 men. Her length, beam, and draught were 110 ft., 27 ft., and 12 ft.

In 1817 the "Cormorant" was sold.



* *Admiral Herbert P. de Kantsow.*
THE SEVENTH "CORMORANT" AND THREE CAPTURES.

THE KING'S SHIPS

CORMORANT

The seventh "CORMORANT" was a 6-gun paddle sloop, launched at Sheerness in 1842. She was of 1057 tons, 300 horse-power, and carried a crew of 145 men. Her length, beam, and draught were 180 ft., 36 ft., and 9 ft.

In 1849 the "Cormorant," commanded by Commander Herbert Schomberg, was engaged in the suppression of the slave trade on the south-east coast of America.

In the summer of 1850 the "Cormorant" sent her boats under Lieutenant Luckraft into the Rio Frio. They captured and destroyed the famous slaver "Rival," and left the river under a sharp musketry fire from the banks.

On June 29th the "Cormorant" proceeded to Paranagua and ascended the river for 15 miles to attack the headquarters of some slavers. The boats were sent away and captured the "Campadora," "Donna Anna" and "Serea," all noted slavers. On July 1st the "Cormorant" proceeded down the river, when she was suddenly attacked by a 14-gun fort



After F. W. B. Bedwell. Lithographed by T. Picken.

ATTACK ON TAKU FORTS, 1858.

Admiral Sir Nathaniel Bowden Smith.

with which she had exchanged civilities on entering the river. A brisk action then followed, but the "Cormorant" managed to get away with five shot in her hull, and 1 man killed and 2 wounded.

In 1853 the "Cormorant" was broken up.

The eighth "CORMORANT" was a 4-gun screw despatch vessel, launched at Limehouse in 1856. She was of 670 tons, 200 horse-power and carried a crew of 65 men. Her length, beam, and draught were 181 ft., 28 ft., and 8 ft.

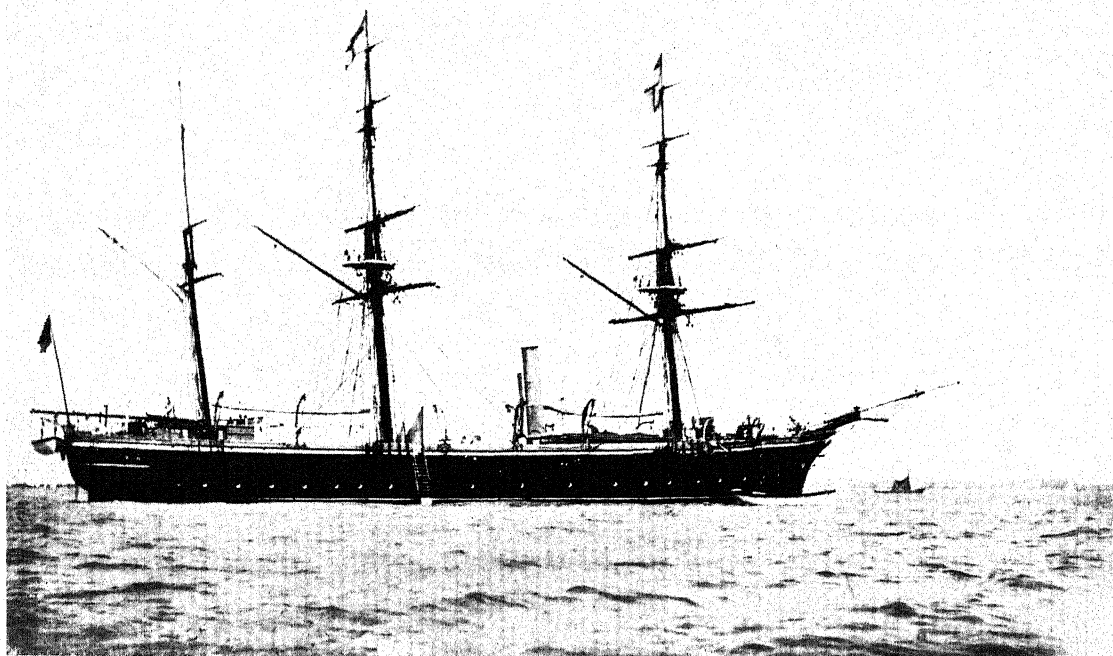
In 1858 the "Cormorant," commanded by Commander Thomas Saumarez, took part in the second China war.

On May 20th, 1858, the "Cormorant" was one of a combined French and British force of 11 ships with 1178 officers and men, under Admiral Sir Michael Seymour with his flag temporarily in "Slaney" which bombarded the Taku Forts. The attack began at 10.30 A.M. from the seaward, and simultaneously a large landing party went ashore in the boats. At the end of a quarter of an hour the enemy's fire ceased, and after floundering through the mud for 50 yards the landing party took possession. The "Cormorant" led the way in at full speed, and broke several warps which the enemy had placed across the stream. During the attack the enemy sent down numerous junks full of flaming straw, but the small ships drove off the men who were trying to guide them by means of ropes from the shore, and the firecraft burned

themselves out innocuously. The British lost 4 killed and 16 wounded, and the French had 67 killed and wounded.

In August the "Cormorant" landed a brigade which co-operating with six ships attacked and captured the town of Namtao, near Hongkong. Two brass guns were brought off, and the town was pillaged and partially burnt.

On June 25th, 1859, the "Cormorant," commanded by Commander Armine Wodehouse, was one of a fleet of eleven ships, under Rear-Admiral James Hope with his flag in "Plover," which took part in the disastrous attack on the Peiho Forts. The attack began at 2 P.M., but the Chinese had the range to a nicety, and by 4 P.M. the British ships had suffered severely and were obliged to moor farther out. Rear-Admiral Hope was wounded, and owing to the damage suffered by the "Plover" he transferred his flag to the "Cormorant." At 5.40 one English



THE TENTH "CORMORANT."

From the photograph by H. J. Symonds.

vessel sank, and two went ashore to avoid a like fate. An American boats' crew, who happened to be waiting alongside for Admiral Tatnall, helped in the management of one of the "Plover's" guns, in spite of the neutrality of their nation; and from this occasion dates the expression: "Blood is thicker than water." At 7 P.M. a landing party of about 400 went ashore, but were compelled to retire again at 1.20 A.M. Next day the "Plover" grounded; the "Cormorant" went to her assistance and ran ashore. On the following day the "Cormorant" ran ashore again, and was swept by such a heavy fire that she presently sank and was lost. The British forces then withdrew, having lost in this lamentable affair 89 killed and 345 wounded.

The ninth "CORMORANT" was a 4-gun 695 ton screw corvette, launched at Blackwall in 1860. She was of 200 horse-power, and her length, beam, and draught were 186 ft., 28 ft., and 8 ft.

In 1870 the "Cormorant" was sold at Hongkong for £3365.

The tenth "CORMORANT" is a 6-gun screw sloop, launched at Chatham in 1877. She is of 1130 tons, 950 horse-power, and 11.3 knots speed. Her length, beam, and draught are 170 ft., 36 ft., and 15 ft.

THE KING'S SHIPS

CORNWALL

In 1879 white men were being murdered in the New Hebrides, and a boat's crew belonging to the British trader "Mystery" had been massacred. The "Cormorant," commanded by Commander James Andrew Bruce, was one of five ships, under Commodore John Crawford Wilson with his broad pennant in "Wolverene," which proceeded to the islands on a punitive expedition and inflicted severe punishment on the natives.

This "Cormorant" subsequently became receiving ship at Gibraltar.

CORNWALL

DUKE OF CORNWALL

The War of the English Succession—

The battles off Cape Barfleur and La Hogue . . . 1692

The War of the Spanish Succession—

The siege of Toulon . . . 1707
Capture of a French convoy off Catalonia . . . 1708
The capture and reduction of Minorca . . . 1708

Operations in the Baltic . . . 1727

The War of Jenkins's Ear, and of the Austrian Succession—

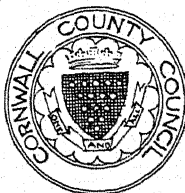
The bombardment of Santiago de Cuba . . . 1748
Knowles' action with Spaniards off Havana . . . 1748
Captured Spanish "Conquistador" . . . 1748

The Seven Years' War—

Recaptured British "Winchelsea" from French . . . 1758

The War of American Independence—

Lord Howe's action with D'Estaing off New York . . . 1778
The battle off Grenada . . . 1779
Rodney's first action with De Guichen off Martinique . . . 1780
Rodney's second action with De Guichen off Martinique . . . 1780
Rodney's third action with De Guichen off Martinique . . . 1780
"Old Hammer and Nails" . . . 1780
"It's a lie, by God, fire away, my lads" . . . 1780
Succoured the Canadian Cruiser "Niobe" . . . 1911



CORNWALL.—A maritime county forming the south-west extremity of England and bounded on all sides by the sea except on the east, where it joins Devonshire. The river Tamar forms the general boundary between the two counties from its source in the parish of Morwenstow. The distinctive scenery of Cornwall is to be observed on the coast line, which consists of bold, rugged, and fantastically shaped rocks. The climate is peculiar. Snow seldom lies for more than a few days, and the winters are less severe than in any other part of England. Cornwall, including the Scillies, covers an area of 1359 square miles. The great wealth of Richard of Cornwall, brother of Henry III. and titular German Emperor, was derived from the Cornish tin mines, which then supplied all Europe. The eldest son of the reigning British Sovereign is the Duke of Cornwall.

The first "Cornwall" was an 80-gun ship, launched on April 23, 1692, at Southampton. She was of 1350 tons and carried a crew of 600 men. Her length, beam, and draught were 158 ft., 44 ft., and 16 ft.

In 1692 the "Cornwall," commanded by Captain Edward Boys, was in the Blue or Rear squadron under Admiral Sir John Ashby with his flag in "Victory," which formed part of the combined Anglo-Dutch fleet commanded by Admiral of the Fleet Edward Russell with his flag in "Britannia." The Anglo-Dutch fleet consisted of 99 ships of the line, 38 frigates and fireships, and mounted 6756 guns. The French fleet consisted of 44 ships of the line, 13 frigates and fireships, and mounted 3240 guns. The French were commanded by Tourville with his flag in "Soleil Royal," the same man that two years before had inflicted a severe defeat on the Anglo-Dutch fleets at the battle of Beachy Head.

The fleets met off Cape Barfleur on May 19th. The action began at 10 A.M., and was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd twelve of their men-of-war were burned in the Bay of La Hogue. The French made a most gallant defence, but were completely defeated at the end of the six days' operations. Some twenty of their ships escaped by running through the dangerous Race of Alderney, and four even went all the way round Scotland in order to reach a French port in safety.

In 1706 the "Cornwall" was rebuilt at Rotherhithe.

In the summer of 1707 the "Cornwall" was with Admiral Sir Cloudesley Shovel, and helped in the siege of Toulon. The enemy sacrificed about twenty men-of-war by sinking them, and Sir Cloudesley Shovel was obliged to raise the siege and return home. The "Cornwall" was left behind with the winter squadron, under command of Captain Jasper Hicks. She

escorted some transports from Italy to Spain, and a little later, off the coast of Catalonia, in May 1708, she assisted to capture the greater part of a valuable French convoy of about 90 settees and tartans laden with supplies for the French army. The "Cornwall" subsequently took part in the reduction of Minorca in 1708.

In 1726 the "Cornwall" was rebuilt at Deptford.

In 1727 the "Cornwall" was one of a fleet of 12 ships that proceeded to the Baltic under Sir John Norris, where they allied themselves with a Danish fleet, but no fighting took place.

In 1748 the "Cornwall," commanded by Captain Richard Chadwick and flying the flag of Rear-Admiral Charles Knowles, was at the head of a squadron of ten ships. They left Jamaica in February to attack Santiago de Cuba, but, the winds proving contrary, the admiral determined to attack Port Louis on the south side of Hispaniola, and the squadron arrived



After Isaac Sailmaker. Engraved by M. Vander Gucht.

British Museum.

THE BATTLE OFF BARFLEUR.

there on March 8th. The attack began with a general bombardment. The enemy sent out a fireship, but she was grappled and towed clear at once by the boats of the fleet. The action continuing, the governor surrendered the town. The English lost 70 killed and wounded, including two captains, and the Spaniards lost 160 killed and wounded. With the place were captured three ships, a snow, and three sloops. The squadron then proceeded to attack Santiago de Cuba, but after an exchange of shots the attempt was abandoned.

On October 1st, 1748, the "Cornwall," commanded by Captain Polycarpus Taylor and flying the flag of Rear-Admiral Charles Knowles, was at the head of a squadron of seven ships. Off Havana they sighted a Spanish squadron of seven ships under Rear-Admiral Reggio, and an action began at 2.30 P.M. and continued until 8 P.M., when the Spaniards hauled off. The "Cornwall" set the "Conquistador" on fire three times, by means of eight cohorns, a small type of mortar, and eventually captured her. Two days later the enemy burned the "Africa" to save her from capture. The Spaniards lost 86 killed and 197 wounded. The British had 59 killed and 120 wounded. The "Cornwall" was badly disabled during the action and lost her main topmast. Rear-Admiral Knowles was subsequently reprimanded by sentence of court-martial for not shifting his flag and for faulty tactics of approach.

In 1761 the "Cornwall" was broken up.

THE KING'S SHIPS

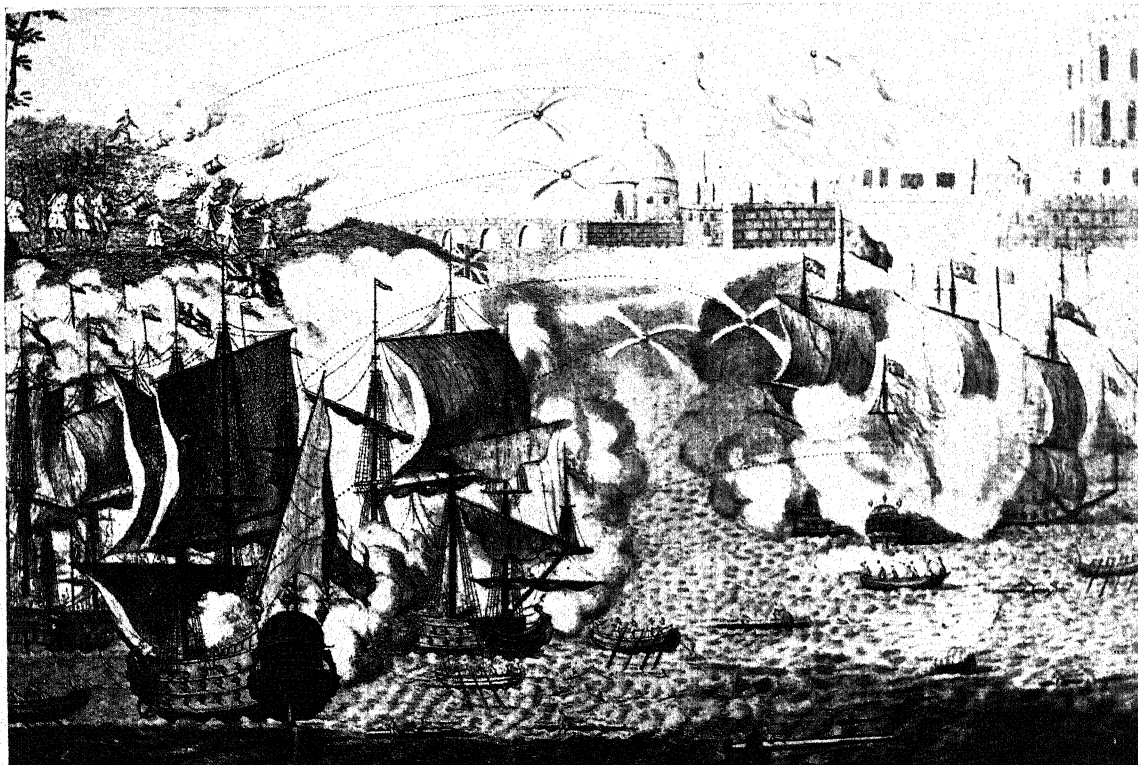
CORNWALL

The second "CORNWALL" was a 30-gun Bristol privateer of 400 tons known as the "Duke of Cornwall." Strictly speaking this ship, it might be considered, is not one of H.M. ships, but she is included on account of her war service.

In 1758 the "Cornwall" recaptured from the French the British man-of-war "Winchelsea."

The third "CORNWALL" was a 74-gun ship, launched at Deptford in 1761. She was of 1634 tons and carried a crew of 550 men. Her length, beam, and draught were 168 ft., 47 ft., and 18 ft.

On June 9th, 1778, the "Cornwall," commanded by Captain Timothy Edwards, sailed in a fleet of 14 ships under Vice-Admiral the Hon. J. Byron, to take part in the war with the



From an old print published by W. Rayner.

SHOVEL'S ATTACK ON TOULON.

Royal United Service Institution.

American colonies. The squadron was scattered by a storm, but the "Cornwall" reached New York on July 30th.

On August 9th the "Cornwall" put to sea from New York in a fleet of 15 ships of the line, 7 frigates, 3 fireships, 2 bombs, and 4 galleys under the supreme command of Vice-Admiral Lord Howe with his flag in "Eagle." A French squadron then approached under Vice-Admiral Comte d'Estaing. On the 9th, 10th, and 11th the two fleets manoeuvred for position. On the 11th Lord Howe shifted his flag to a small ship and placed her between the lines for the purpose of observation. That night the sea was too rough for Lord Howe to return to his flagship, and a storm sprang up which threw the two fleets into confusion, scattering the ships and causing numerous disasters. On the evening of the 13th two English and two French ships engaged with indecisive results, and one English and one French ship fought a small action on the 14th. The squadron reassembled at Sandy Hook on August 17th.

In 1779 the "Cornwall," commanded by Captain Timothy Edwards, took part on July 6th in the action against the French known as the battle of Grenada. The French, under Admiral d'Estaing, consisted of 25 ships of the line and several frigates. The English, under Vice-Admiral John Byron, consisted of 21 ships of the line and 1 frigate. The French were anchored off Georgetown on the south-west of the island, and the English approached during

THE KING'S SHIPS

the night. The enemy weighed at 4 A.M., and the English chased. The British ships attacked in utter disorder and confusion. The "Cornwall" and three other ships got separated from the main body and were very badly mauled. The French lost no ships, and eventually hauled off with a loss of 190 killed and 759 wounded. The British lost 183 killed and 346 wounded, the "Cornwall" having 16 killed and 27 wounded. This action reflected no credit on either side.

In April 1780 the "Cornwall," commanded by Captain Timothy Edwards, was in the centre squadron of a fleet of 20 ships of the line and 6 frigates commanded by Admiral Sir George Rodney with his flag in "Sandwich." The French, under Rear-Admiral De Guichen, consisted of 24 ships of the line, and carried 3000 troops. The enemy were sighted on the night of the 16th in the lee of Martinique, and a general chase was at once ordered by Rodney. On the 17th the fleets manœuvred for position all the forenoon, and at noon Rodney stood over to attack. A signal from the flagship was misunderstood, and the "Stirling Castle," the leading British ship, led towards the leading French ship, instead of to the ship opposite her. The action began at 1 P.M. By 4.15 P.M. the English flagship "Sandwich" had beaten three French ships out of the line, and at 4.30 P.M. the French stood away after an indecisive action. The British loss was 120 killed and 354 wounded; 1 captain killed and 2 wounded. The French lost 222 killed and 537 wounded. Admiral Rodney censured his two junior flag officers for inattention to signals, and gave several captains a certificate to the effect that "they meant well, and would have done their duty had they been permitted." The "Cornwall" lost 21 killed and 49 wounded.

On May 15th, 1780, the "Cornwall" took part in the second action off Martinique between Rodney and De Guichen. The fleets manœuvred for position for five days, and on the afternoon of the 15th an indecisive action resulted, in which the British

van exchanged a close cannonade with the enemy's rear. The British fleet consisted of 20 sail of the line, and the French had 23. The British lost 21 killed and 100 wounded.

On May 19th, 1780, the "Cornwall" took part in the third and indecisive action between Rodney and De Guichen. This engagement was of exactly the same character as that fought four days previously. The British loss was 47 killed and 113 wounded.

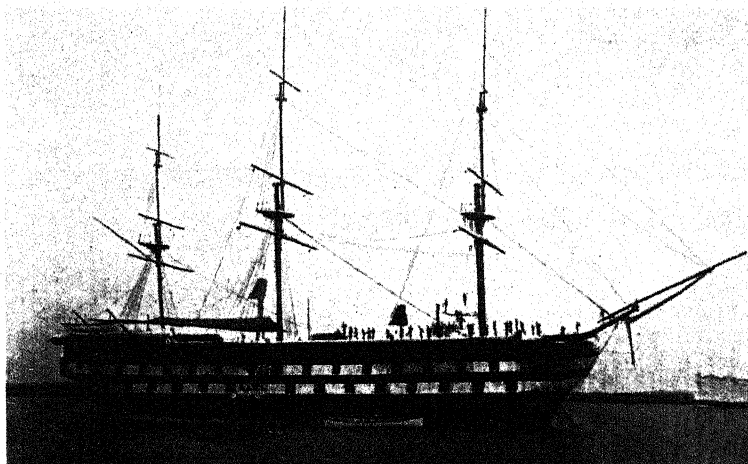
At the conclusion of the fighting the "Cornwall" was so shattered that the Commander-in-Chief sent her before the wind to St. Lucia for repairs. So serious was the damage found to be that she was sunk at St. Lucia.

Captain Timothy Edwards, the eccentric captain of the "Cornwall," was the subject of many stories. Before going into action he ordered the ensign to be nailed to the staff, and was henceforth known as "Old Hammer and Nails." He was once knocked down on the quarter-deck and stunned. A passing seaman lamenting his fate exclaimed, "O Lord, he is dead." Edwards sprang to his feet. "It's a lie, it's a lie, by God," he said, "fire away, my lads!"

The fourth "CORNWALL" was a 74-gun ship, launched at Rotherhithe in 1812. She was of 1751 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 18 ft.

In 1831 the "Cornwall" was cut down to a 50-gun ship, and in 1859 she became a training ship for boys at Purfleet, Essex. In 1868 she was renamed "Wellesley," and became an industrial school in the River Tyne. In 1875 she was broken up at Sheerness.

The fifth "CORNWALL" was a 72-gun ship, launched at Bombay in 1813 as



Captain Henry W. Steele, R.N.
THE FIFTH "CORNWALL."

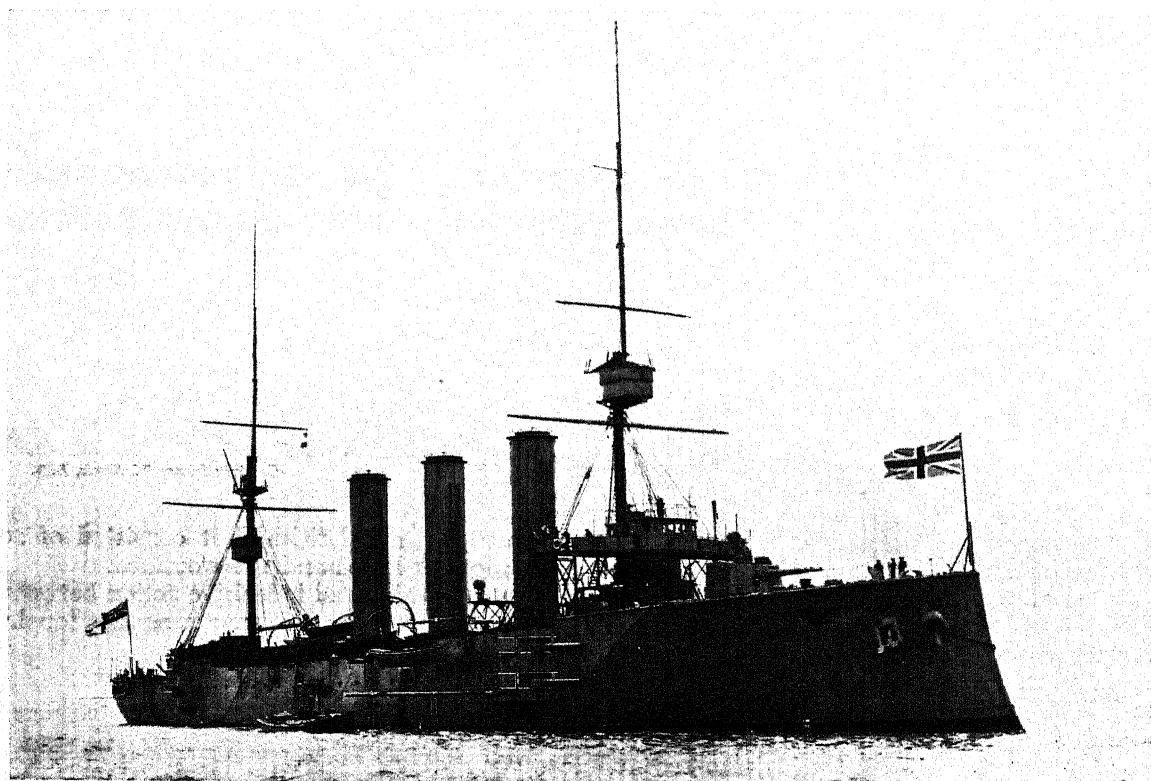
THE KING'S SHIPS

CORNWALL

the "Wellesley." She was of 2917 tons, and in 1868 she was renamed "Cornwall" and became a juvenile training ship at Purfleet.

The sixth "CORNWALL" is a 14-gun twin-screw cruiser, launched at Pembroke in 1902. She is of 9800 tons, 22,000 horse-power, and 23 knots speed. Her length, beam, and draught are 440 ft., 66 ft., and 24 ft.

On August 6th, 1911, the "Cornwall," while commanded by Captain James C. Ley, had the misfortune to run aground on Pinnacle Rock, off Cape Sable, while going to the assistance of H.M. Canadian ship "Niobe," which had also run aground in the vicinity. Both cruisers were soon afloat again.



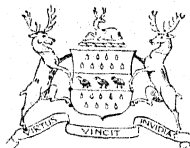
THE SIXTH "CORNWALL."

From the photograph by Ernest Hopkins.

CORNWALLIS

The War of American Independence—		
Lord Howe's action with D'Estaing off New York	1778	
Captured Portsmouth, Virginia	1779	
Assisted to capture American "Elizabeth" and American "Chesapeake"	1779	
The Wars of the French Revolution and Empire—		
Action with French "Sémillante"	1806	
Action with French "Duquesne"	1808	
The capture of Amboyna and other Dutch settlements	1810	
Captured Dutch "Margaretta"	1810	
The capture of Mauritius	1810	
The War with America—		
Engagement with American "Hornet"	1815	
The first China War—		
Operations at Segao and Chusan, etc.	1842	
The capture of Chapoo, etc.	1842	
The bombardment and capture of Woosung	1842	
The Yang-tse-Kiang expedition	1842	
The capture of Chingkiang	1842	
The Russian War—		
The Baltic expedition	1855	
The blockade of the coast of Courland	1855	
The bombardment of Sandhamm	1855	

CORNWALLIS.—Admiral the Hon. Sir William Cornwallis, younger son of Earl Cornwallis. Born, 1743. Entered navy, 1753. Post captain, 1766. In command of the "Lion" took a distinguished part in the fight with the French off Grenada on July 6th, 1779. In 1780 fought two actions with superior French forces in West Indies.



In 1782, in command of "Canada," took part in Admiral Hood's action off St. Kitts with the French, and in Admiral Rodney's victory over the French on April 12th. In 1789 became Commander-in-Chief, East Indies. Rear-Admiral, 1793. Vice-Admiral, 1794. In 1795 conducted a masterly retreat from a French fleet three times his own strength. Admiral, 1799. Commander-in-Chief Channel Fleet, 1801. Blockaded Brest in 1803, and maintained the blockade with iron determination for close on three years. The blockade will always rank as a very great achievement; it effectually paralysed all Napoleon's ambitious schemes at sea, preventing the junction of the separated French fleets, which was designed to crush once and for all the sea-power of Great Britain. Cornwallis's nickname in the fleet was "Billy Blue." Died, 1819.

Although this name is continued in the Navy in honour of the Admiral whose career is briefly described above, the earlier ships were certainly named after Charles, Marquis Cornwallis. Born, 1738. Served as a Military A.D.C. in the Seven Years' War. M.P. for Eye, 1760. Colonel, 1766. Governor of Tower of London, 1770. Major-General, 1771. Although personally opposed to the policy of forcing taxes on the American Colonists, he took a command in the war, and after some slight victories he was compelled to surrender with all his troops at Yorktown, Virginia, October 19th, 1781. This disaster ruined the British cause in America, and brought about a change of Ministry at home, but General Cornwallis escaped censure. Appointed Governor-General and Commander-in-Chief of India, 1786, where he was very successful. Returned from India, 1793, and created a Marquis. Became Lord-Lieutenant of Ireland, and crushed the 1798 rebellion. Reappointed Governor-General of India in 1804, he died at Ghazipur, Benares, on October 5th, 1805, on his way to assume the command of the army in the Upper Provinces.



Engraved by Roberts. From the painting by J. Barry.

W. Cornwallis

The first "CORNWALLIS" was a galley mounting 8 guns with a crew of 40 men. She was purchased by Lord Howe in 1777, and was employed for certain narrow water work in the war with the American colonies.

In 1778 the "Cornwallis," commanded by Lieutenant Spry, put to sea from New York on August 9th in a fleet consisting of 15 ships of the line, 7 frigates, 3 fireships, 2 bombs, and 4 galleys, commanded by Vice-Admiral Lord Howe with his flag in "Eagle." A French squadron approached under the command of Vice-Admiral Comte D'Estaing. On the 9th and 10th the two fleets manœuvred for position. On the 11th they did the same, and Lord Howe shifting himself to a small ship, placed her between the two fleets for the purposes of observation. That night the sea was too rough for his lordship to return to his own ship, and a storm sprang up which threw the two fleets into confusion, scattering the ships and causing numerous disasters. On the evening of the 13th two English and two French ships engaged with indecisive results, and one English and one French ship fought a small action on the 14th. The fleet assembled again at Sandy Hook on August 17th.

In May 1779 the "Cornwallis" was in a squadron of six ships, commanded by Commodore Sir George Collier with his broad pennant in "Raisonné." They embarked 2500 troops

THE KING'S SHIPS

CORNWALLIS

under Major-General Matthew for an expedition to Hampton Roads, where the Americans were collecting stores. On May 10th the troops captured Portsmouth in Virginia, and destroyed magazines and stores. The boats of the fleet captured the American ships "Elizabeth" and "Chesapeake," and by May 28th the expedition returned to New York, having captured or destroyed 130 American small craft.

The second "CORNWALLIS" was an armed merchant vessel mounting 14 guns, purchased in 1781. She was of 443 tons, and had a crew of 40 men. Her length, beam, and draught were 100 ft., 30 ft., and 10 ft.

In September 1782, while commanded by Lieutenant R. T. Appleby, the "Cornwallis" foundered in the Atlantic and was lost with all hands.

The third "CORNWALLIS" was a teak-built East Indiaman of 1363 tons, purchased at Bombay as a 38-gun ship in 1801. She subsequently mounted 44 and then 50 guns. She carried a crew of 430 men, and her length, beam, and draught were 166 ft., 43 ft., and 15 ft.

On November 11th, 1806, the "Cornwallis," commanded by Captain Charles James Johnston, in company with the "Sceptre," made a dashing attack on the French 36-gun frigate "Sémillante," lying in the harbour of St. Paul, Réunion; but finding she was protected by numerous heavy guns, they drew off after a brisk interchange of fire with the batteries.

On February 9th, 1810, the "Cornwallis," commanded by Captain William August Montagu, in company with the "Dover" and "Samarang," anchored before the Dutch settlement of Amboyna in the Molucca Islands, which were found to be very heavily defended with some 250 guns. On the 16th 400 men were landed without molestation by means of a ruse, and on the following day the place had fallen, with a naval loss of 2 killed and 4 wounded. By February 24th the seven neighbouring Dutch islands, Harouka, Nasso-Laut, Bourn, Manipa, Saparona, Celebes, Ternate, and Menado, had fallen under British control.

During this cruise the boats of the "Cornwallis," commanded by Lieutenant the Hon. Henry John Peachey, pluckily cut out of a bay in the island of Amblau the Dutch man-of-war 14-gun brig "Margaretta."

On November 29th, 1810, the "Cornwallis," commanded by Captain James Caulfeild, was one of a fleet of 22 vessels which arrived off Mauritius commanded by Vice-Admiral Albemarle Bertie with his flag in "Africaine." About 50 transports, with 10,000 troops commanded by Major-General the Hon. John Abercromby, accompanied the expedition, and a large Naval Brigade landed in Grande Baie along with the soldiers. The enemy were driven back, and the French General, realising that he could make no effective stand, formally surrendered the island on December 3rd. Eight French men-of-war and several merchantmen lying in Port-Louis were included in the surrender.

In 1812 this ship was renamed "Akbar," fitted as a Lazaretto to lie at Milford in 1824, and she disappears from the service lists some thirty-eight years afterwards.

The fourth "CORNWALLIS" was an armed packet.

On September 24th, 1808, while commanded by a master named Anthony, she encountered and beat off the French 12-gun privateer "Duquesne" to the eastward of Barbados.

The privateer lost 14 killed and 30 wounded, which was a good deal more than the "Cornwallis's" whole crew. The "Cornwallis" lost 2 killed and 2 wounded.

The fifth "CORNWALLIS" was a 74-gun ship, launched at Bombay in 1813. She was of 1809 tons, and carried a crew of 590 men. Her length, beam, and draught were 177 ft., 48 ft., and 18 ft.

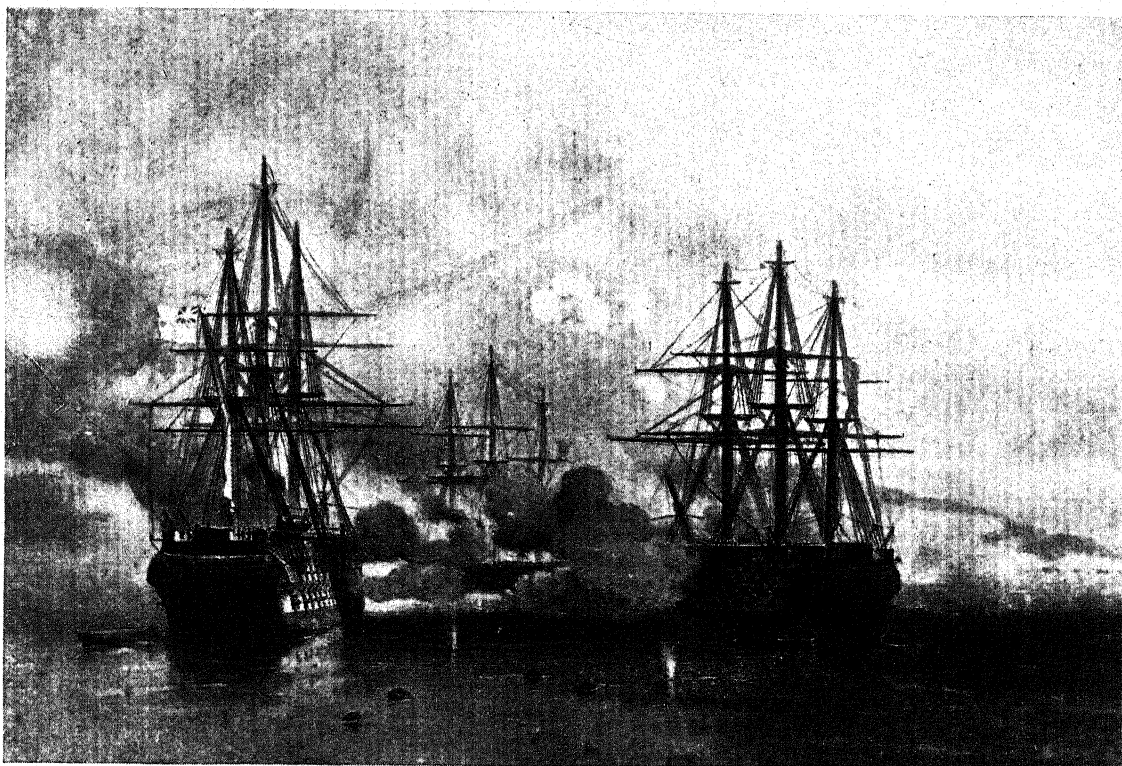
There is a fine model of this vessel in the Museum of the Royal United Service Institution, Whitehall.

On April 27th, 1815, the "Cornwallis," commanded by Captain John Bayley and flying the flag of Rear-Admiral Sir George Burlton, met the American vessels "Peacock" and "Hornet" in the Atlantic Ocean. The "Peacock," a very fast sailer, got away, but the "Cornwallis" chased the "Hornet" for forty-eight hours. At daylight on the 29th the "Cornwallis" opened fire, and throughout the day the "Hornet" was on the very edge of capture, but she staved off that disaster by lightening ship, throwing overboard by degrees

all her spare spars, stores, anchors, shot, boats, ballast, and all the guns but one. The guns of the "Cornwallis" were very unskilfully served, and only three shot struck the "Hornet." In the afternoon the sloop was saved by a shift in the wind, and as the wind grew fresher gradually left the "Cornwallis" hull down.

In 1842 the "Cornwallis," commanded by Captain Peter Richards, and flying the flag of Rear-Admiral Sir William Parker, took part in the first China War. Soon after arrival on the station Sir William Parker transferred his flag to the "Wellesley."

On March 14th, 1842, the boats of the "Cornwallis" left Ningpo in an expeditionary force of 7 ships and boats carrying 350 seamen and marines. The Naval Brigade was landed and joined the army in time to take part in a victory over the Chinese troops at Segao. Four hundred and fifty Chinese fell, and the Naval Brigade lost only 15 men.



Lithographed by T. G. Dutton.

THE FIFTH "CORNWALLIS" AT SANDHAMM.

Captain William St. J. Hornby, R.N.

On April 14th, 1842, at Chusan, the boats of the "Cornwallis," together with those from six other ships, defeated a Chinese attempt to burn the shipping by means of fire-rafts.

On May 16th, 1842, the "Cornwallis" arrived off Chapoo in a fleet of 11 ships, and contributed to a Naval Brigade of seamen and marines which co-operated with the troops. After a three-hours struggle on the outskirts of the town Chapoo was captured.

On June 13th, 1842, the "Cornwallis" arrived off Woosung in a fleet of 14 ships under Rear-Admiral Sir William Parker, and three days afterwards the forts were bombarded. After two hours' firing, towards the close of which the Chinese guns were nearly silent, detachments of seamen and marines were landed and Woosung was captured, with a British loss of only 3 killed and 20 wounded.

In July 1842 the "Cornwallis" took part in the expedition into the Yang-tse-Kiang, which consisted of about 18 men-of-war, 9 East India Company's paddle steamers, and 40 transports carrying 9000 troops, under Rear-Admiral Sir William Parker. On July 6th the movement was commenced, and on July 20th the Chinese sent some fire-rafts down the river against the fleet. The troops were landed on the following day, accompanied by a small Naval Brigade, and a few days later the town of Chingkiang was captured. Many of the Tartar defenders

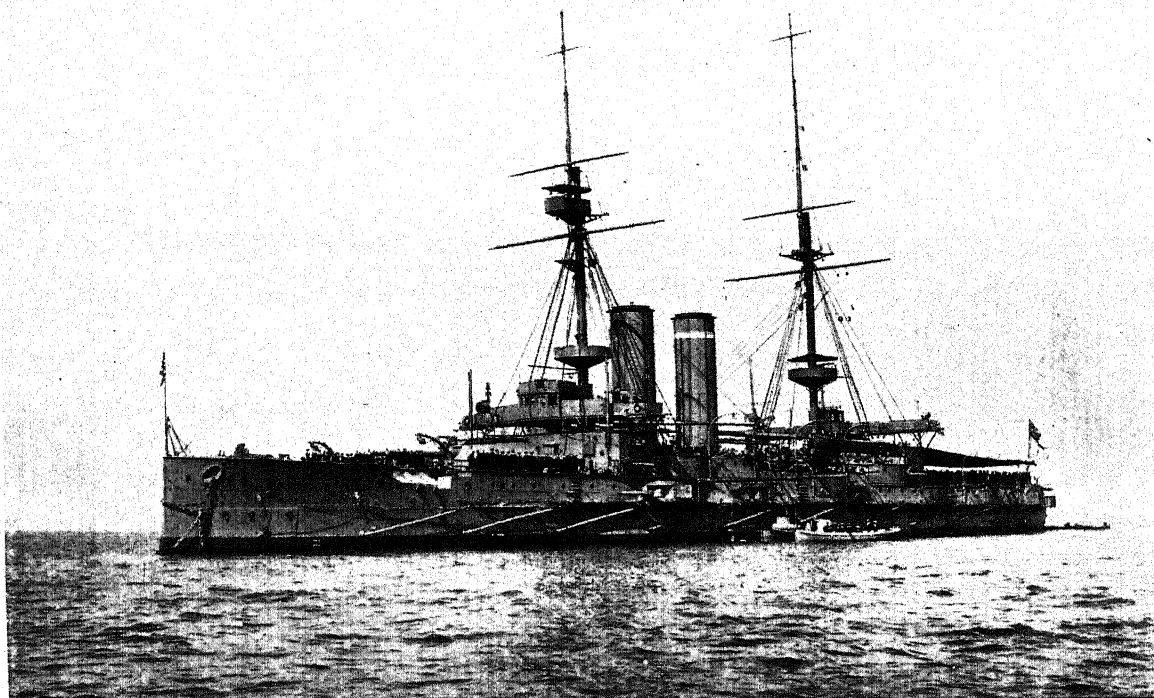
THE KING'S SHIPS

CORNWALLIS

deliberately slew their wives and children and then committed suicide. The General burnt himself with all his papers in his house. By September 15th everything was in readiness for an attack on Nanking, but the Chinese sued for peace. On the 29th the Treaty of Nanking was signed, which ceded Hongkong to Great Britain, promoted regular tariff regulations, and obliged China to pay an indemnity of twenty-one million dollars. Thus ended the China War of 1840-1842.

The "Cornwallis" was then fitted with a screw, and became a 60-gun ship, with 200 horse-power.

On March 28th, 1855, the "Cornwallis," commanded by Captain George Greville Wellesley, sailed from the Downs in a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the



THE SIXTH "CORNWALLIS."

From the photograph by Ernest Hopkins.

Baltic, to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.

On August 9th the "Cornwallis" was one of a British force of 54 vessels, mostly composed of bombs, which warped into position for the bombardment of Sveaborg, and soon after 7 A.M. began firing. A number of French bomb vessels co-operated in the attack, which lasted until the morning of the 11th. Only one man on the British side lost his life, but a spy stated that the Russians had lost 2000 killed, 23 vessels burned, and that the dockyard, Government stores, and powder magazines were blown up and completely destroyed. The "Cornwallis" and two other ships were employed in engaging the enemy at Sandhamn, and the "Cornwallis" lost 10 wounded. During the bombardment the boats of the "Cornwallis" attacked a Russian frigate moored in Kungs Sound, but were unable to destroy her.

The "Cornwallis" ended her career as part of the jetty at Sheerness.

The sixth "CORNWALLIS" is a 14-gun twin-screw battleship, launched at Blackwall in 1901. She is of 14,000 tons, 18,230 horse-power, and 19 knots speed. Her length, beam, and draught are 405 ft., 75 ft., and 26 ft.

COSSACK

The Wars of the French Revolution and Empire—

The reduction of Santander 1808
 Captured French "Mouche" 1808

The Russian War—

The Baltic Expedition 1855

The blockade of the coast of Courland . . . 1855
 Affairs at Hango Head and Frederikshamm . . 1855
 The capture of Kotka 1855
 The bombardment of Sveaborg 1855
 Punitive expedition to Vitu 1890
 The Somaliland campaign 1902-3



COSSACK.—The word "cossack" is Turkish and means a "free man," a "free lance." The name is given to considerable portions of the population of the Russian Empire. They are endowed with certain privileges, and all are bound in return to give military service, at a certain age, under special conditions.

The primary unit of the organisation is the village, which manages its own affairs, appoints its own judges, holds its land as a commune, and may allow selected persons who are not Cossacks to settle on this land on payment of a certain rent. Military service is obligatory for all men, for twenty years, beginning at eighteen. The first three years are passed in the preliminary division, the next twelve in active service, and the last five years in the Reserve. Every Cossack is bound to provide his own uniform, equipment, and horse, if mounted, the government supplying only the arms and ammunition.

The first "COSSACK" was a 22-gun corvette, launched at South Shields in 1806. She was of 546 tons and carried a crew of 155 men. Her length, beam, and draught were 118 ft., 32 ft., and 13 ft.

On June 22nd, 1808, the "Cossack," commanded by Captain Charles George Digby, and the "Comet" in company, despatched their boats into the Spanish port of Santander to destroy the forts commanding the harbour, as the French were approaching the town. With the co-operation of the Spaniards, then thoroughly hostile to France, all the guns were spiked and disabled by wedging shot in the chambers, and the magazine blown up, in which operation two British officers were badly scorched.

In August 1808 the "Cossack," commanded by Captain Charles G. Digby, captured the French schooner "Mouche" in the Channel.

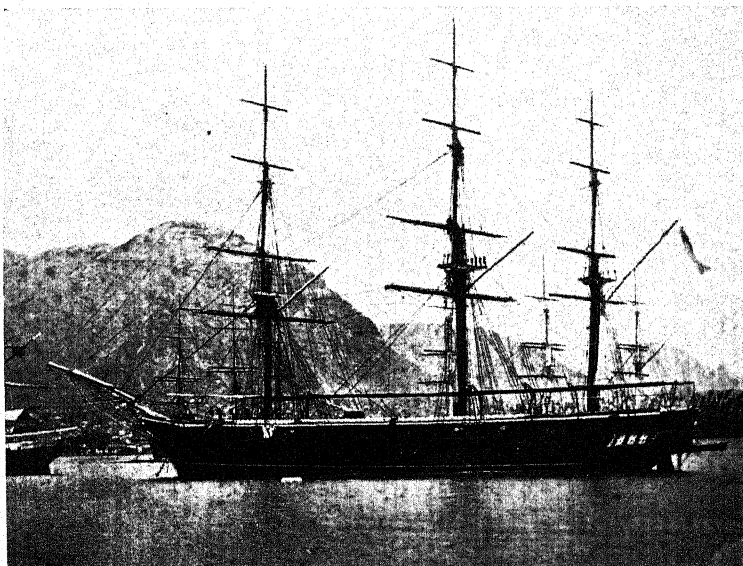
In 1816 the "Cossack" was broken up.

The second "COSSACK" was a 20-gun screw corvette, launched at Northfleet in 1854. She

was of 1951 tons, 870 horse-power and carried a crew of 140 men. Her length, beam, and draught were 195 ft., 39 ft., and 9 ft.

The "Cossack" was seized while building for the Russian Government.

On March 28th, 1855, the "Cossack," commanded by Captain Edward Gennys Fanshawe, sailed from the Downs in a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the Baltic, to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.



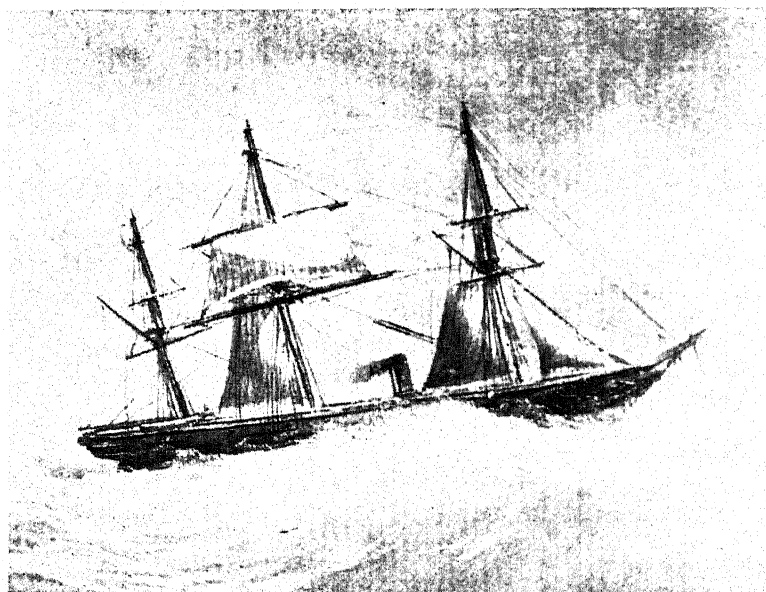
THE SECOND "COSSACK." *Vice-Admiral Richard Eouns.*

THE KING'S SHIPS

COSSACK

On May 26th the boats from the "Cossack" and one other vessel took and destroyed some Russian small vessels off Hango Head, and met with little opposition.

On June 5th the "Cossack" anchored off Hango Head and sent in the prisoners under a flag of truce. Three officers' stewards were injudiciously permitted to accompany the boats, in search of provisions. The men advanced under a flag of truce but were fired on by the Russians, 7 being killed, 3 dangerously wounded, and 3 taken prisoners. The "Cossack" at once bombarded Hango at 600 yards until a thick fog obliged the ship to haul off. This affair made a great noise, but the "Cossack" was partly to blame for not displaying a white flag in a conspicuous place. The Russians contended that the whole affair was irregularly conducted, and that they had not seen the white flag displayed by the men.



Admiral William H. Henderson.

THE SECOND "COSSACK" IN BLIZZARD.

vessels, attacked and silenced the Russian batteries at Frederikshamm, after an hour and a half's brisk engagement, with a loss of only three men wounded. Lack of troops prevented a landing and subsequent capture.

On July 21st the "Cossack," assisted by other



Lithographed by E. T. Doiby.

SVEABORG.

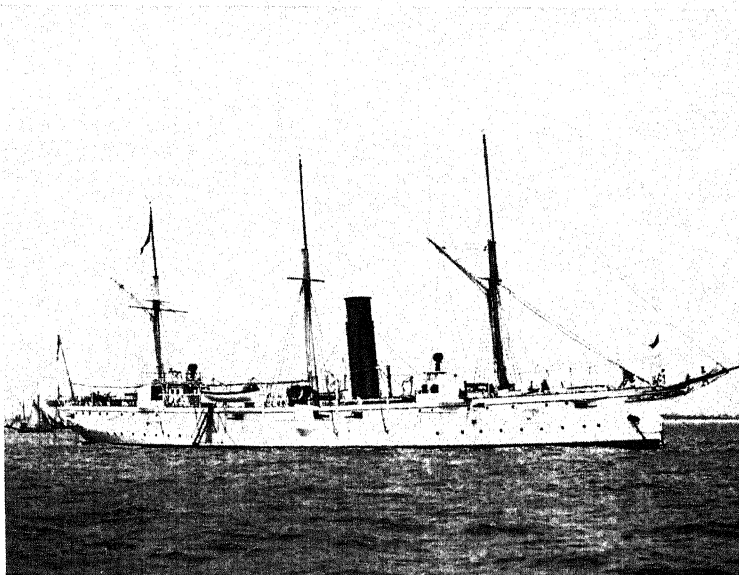
A. Ackermann.

On July 26th the "Cossack" and other vessels attacked and captured the Russian island of Kotka, and destroyed barracks, stores, magazines, workshops, and supplies. On the following day the squadron departed, leaving Captain Fanshawe with the "Cossack" to garrison the island.

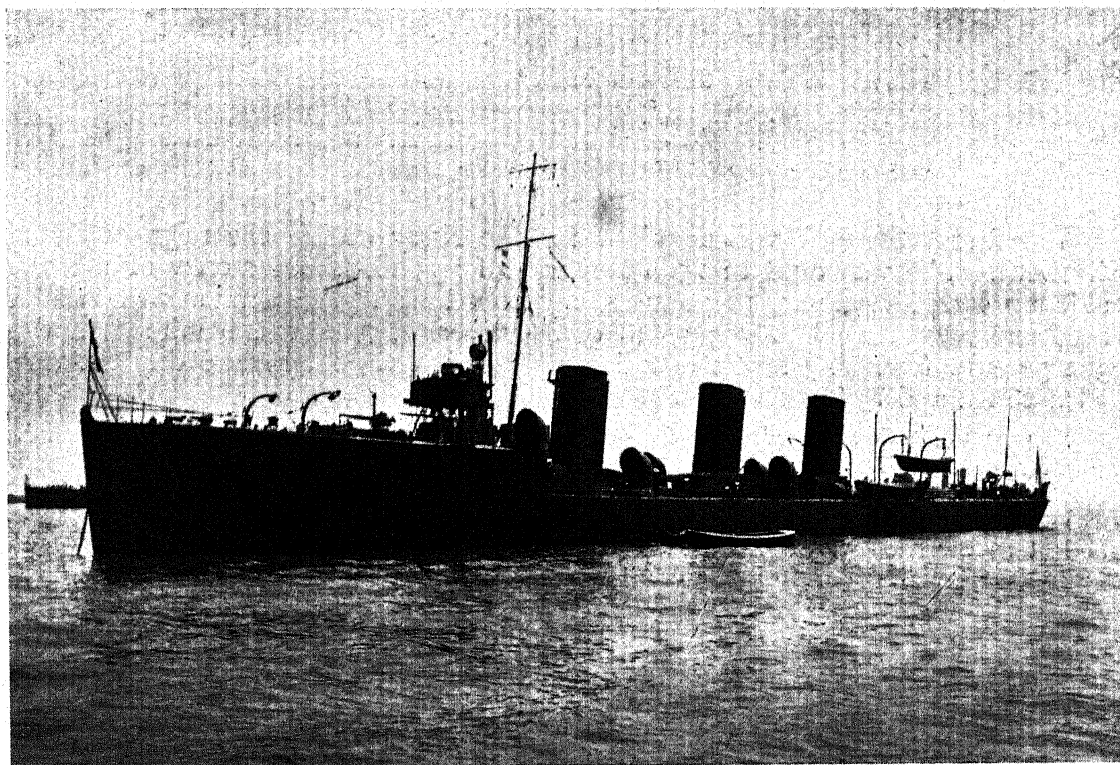
On August 9th the "Cossack" was one of a British force of 54 vessels, mostly composed of bombs, which warped into position for the bombardment of Sveaborg, and soon after 7 A.M. began firing. The "Cossack" engaged the troops on Drumsio Island. A number of French bomb-vessels co-operated in the attack, which lasted until the morning of the 11th, rocket-boats annoying the enemy during the night. Only one man on the British side lost his life, but a spy stated that the Russians had lost 2000 killed, 23 vessels burned, and that the dockyard, Government stores, and powder magazines were blown up and completely destroyed.

In 1875 the "Cossack" was sold.

The third "COSSACK" was a 6-gun twin-screw cruiser, launched at Clyde-bank in 1886. She was of 1770 tons, 3500 horse-power, and 16.5 knots speed. Her length, beam, and draught were 240 ft., 36 ft., and 16 ft.



From the photograph by H. J. Symonds.
THE THIRD "COSSACK."



THE FOURTH "COSSACK."

From the photograph by Ernest Hopkins.

THE KING'S SHIPS

CRANE

In September 1890 nine German traders were murdered in Vitu, a small state about 230 miles north of Zanzibar. On October 24th the boats from the "Cossack," Commander J. M. McQuhae, and those from two other ships proceeded to Baltia and burned the village. On October 26th a Naval Brigade of 700 seamen and marines was landed, under the personal command of Vice-Admiral the Hon. Edmund Fremantle. Meeting with some brisk resistance *en route*, the expedition captured the town of Vitu on October 27th. The town and the sultan's house were burned, and the brigade returned to their ships with 12 men wounded, and several cases of sunstroke.

From November 1902 to March 1903 the "Cossack," commanded by Commander Montagu G. Cartwright, was one of a squadron of six ships, under Rear-Admiral Sir Charles Drury with his flag in "Highflyer," which took part in the Somaliland campaign in various coastal capacities. The ships assisted in landing troops and stores, transport work, and in the prevention of delivery of munitions of war to the enemy.

In 1905 the "Cossack" was sold.

The fourth "COSSACK" is a turbine torpedo-boat destroyer, launched at Birkenhead in 1907. She is of 885 tons, 14,000 horse-power, and 33 knots speed. Her length, beam, and draught are 270 ft., 26 ft., and 9 ft.

CRANE

The Elizabethan War with Spain—

Action with Spanish fleet off the Azores . . . 1591
The capture of Cadiz . . . 1596

Rapid mobilisation . . . 1599
Destruction of Spanish squadron at Kingsale . . 1601
The siege and capture of Kingsale . . . 1601



CRANE.—The bird of this name is one of the largest wading birds, and was formerly a native of England, where it has long since ceased breeding. Noted for its very extended aerial journeys. The crane takes up its winter quarters under the burning sun of Central Africa and India, but early in spring it returns northward and summers in Russia, North Germany, and Scandinavia. Soon after arrival the flocks break up into pairs, whose nuptial ceremonies are accompanied by loud trumpeting. The crane's power of uttering its sonorous and peculiar trumpet-like notes is due to the extraordinary formation of the throat, which has three turns and various curves.

The first "CRANE" was acquired for the Navy during the reign of Queen Elizabeth. She was built in 1590 and was of 253 tons. Her crew of 108 was made up by 76 mariners, 12 gunners, and 20 soldiers. Her armament consisted of 24 guns, viz.: 19 heavy guns (6 demi-culverins, 7 sakers, 6 minion) and 5 light guns (2 fowlers, 3 fowler chambers). Her length, beam, and draught were 60 ft., 26 ft., and 13 ft.

In 1591 the "Crane" was one of a squadron of seven vessels of the Royal Navy under the orders of Lord Thomas Howard (flag in "Defiance") and Sir Richard Grenville (flag in "Revenge"). They sailed to capture the Spanish treasure ships in the Azores, and took part in the great fight against the Spanish fleet off the Azores when the "Revenge" was fought and lost by Sir Richard Grenville, after a most gallant resistance against enormous odds. The "Crane" was unable to assist the "Revenge," as she was fighting elsewhere with the fleet.

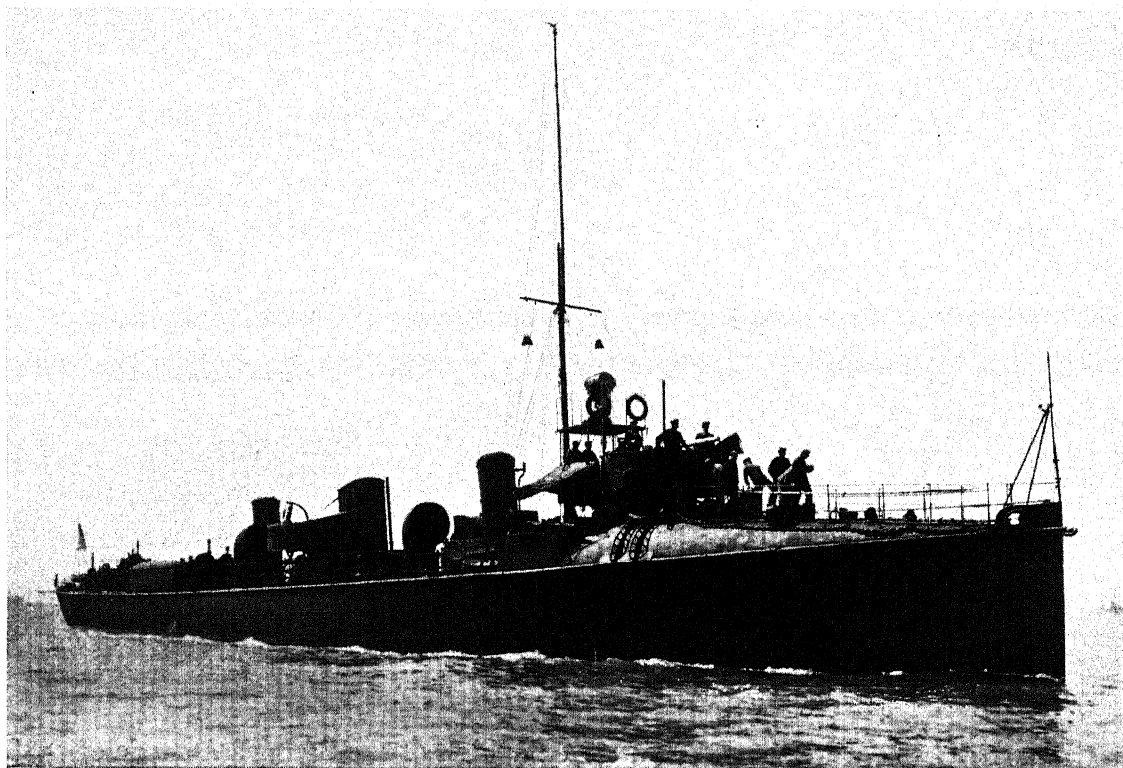
In 1596 the "Crane" was one of 150 sail, 17 of which were men-of-war, commanded by Lord Howard of Effingham, the Lord High Admiral, with his flag in "Ark Royal." They were mobilised after the fall of Calais, and co-operated with a small Dutch squadron. Before they sailed Queen Elizabeth changed her mind and recalled the Commander-in-Chief. This recall was withdrawn after urgent remonstrances from the Lord High Admiral, and the squadron sailed on June 1st, 1596. On June 21st they took Cadiz. The Spanish flagship "San Felipe" blew up. The "San Matteo" and "San Andreas," great galleons of 1200 tons, were captured,

THE KING'S SHIPS

and placed in the British Navy under the names of "St. Matthew" and "St. Andrew." Sir Walter Raleigh was wounded at Cadiz, but the English loss of life was small. The squadron returned to Plymouth on August 8th, 1596, and the Queen and the admirals forthwith squabbled over the booty.

In 1599 the "Crane," under the command of Captain Jones, was one of a squadron rapidly mobilised as a reply to the concentration of Spanish ships at Corunna. The Spanish concentration was aimed at the Netherlands and not against England, and after lying in the Downs for a month the ships returned peaceably to their ports.

In 1601 the "Crane" formed one of a small squadron under Admiral Sir Richard Leveson, who flew his flag in "Warspite." Under the command of Captain Mainwaring she assisted to destroy a division of Spanish ships in a bay near Kingsale. The remaining Spaniards,



THE SIXTH "CRANE."

From the photograph by Ernest Hopkins.

under Don Juan d'Aguila, held Kingsale. They were besieged, and surrendered on condition they were transported back to Spain.

The "Crane" survived into the reign of King Charles I. (1625-1649), but was then ineffective and was sold for £101.

The second "CRANE" was a 1-gun galley, with a crew of 30 men, purchased in 1778 for service in the war with the American Colonies.

She was sold at New York in 1783 for £128.

The third "CRANE" was a 4-gun schooner, launched at Yarmouth in 1806. She was of 75 tons and carried a crew of 20 men. Her length, beam, and draught were 56 ft., 18 ft., and 7 ft.

On October 26th, 1808, the "Crane," while commanded by Lieutenant Joseph Tindale, was wrecked and lost off the West Hoe, Plymouth.

The fourth "CRANE" was an 18-gun brig sloop, launched at Frinsbury in

THE KING'S SHIPS

CRESCENT

1809. She was of 385 tons and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 10 ft.

On September 30th, 1814, the "Crane," while commanded by Commander Robert Standly, foundered and was lost with all hands in the West Indies.

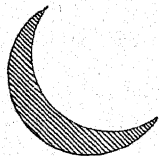
The fifth "CRANE" was a 6-gun packet vessel, launched at Woolwich in 1839. She was of 358 tons and carried a crew of 44 men. Her length, beam, and draught were 95 ft., 30 ft., and 10 ft.

In 1862 the "Crane" was sold for £670.

The sixth "CRANE" is a twin-screw torpedo-boat destroyer, launched at Jarrow-on-Tyne in 1896. She is of 360 tons, 5900 horse-power, and 30 knots speed. Her length, beam, and draught are 215 ft., 21 ft., and 7 ft.

CRESCENT

The Campaign of the Spanish Armada— Coastal defence	1588	Engagement with Spanish squadron	1781
The second English Civil War— Threatened the eastern English Coast	1648	Action with Dutch "Briel"	1781
The first Dutch War— The battle off the North Foreland	1653	The Wars of the French Revolution and Empire— Captured French "Réunion"	1793
The battle of Scheveningen	1653	Action with French among Channel Islands	1794
The Seven Years' War— Captured French "Berkeley"	1759	Capture of Dutch squadron at Saldhana Bay	1796
The bombardment and capture of Martinique	1762	Capture and reduction of Foul Point, Madagascar	1796
The War of American Independence— Assisted to capture French "Mutine" and French "Pilote"	1779	Captured Spanish "Galgo"	1799
		Captured French "Diligente"	1800
		The Russian War— Minor services	1854



CRESCENT.—An emblem or badge representing the crescent or increasing moon, which tradition says was first used at Byzantium, the forerunner of Constantinople, when besieged by Philip of Macedon. The crescent is still the badge of the Ottoman Empire.

The first "CRESCENT" served in the campaign of the Spanish Armada of 1588. She was the "Crescent" of Dartmouth and was commanded by Captain John Wilson; Christopher Weymouth being the master. She was of 140 tons and had a crew of 75 men.

During the Spanish Armada campaign she was paid by Queen Elizabeth and was employed as a coaster under the Lord High Admiral, Lord Howard of Effingham.

The second "CRESCENT" was bought from the merchants in 1642, being suitable for warlike purposes. She was of 150 tons and mounted 14 guns.

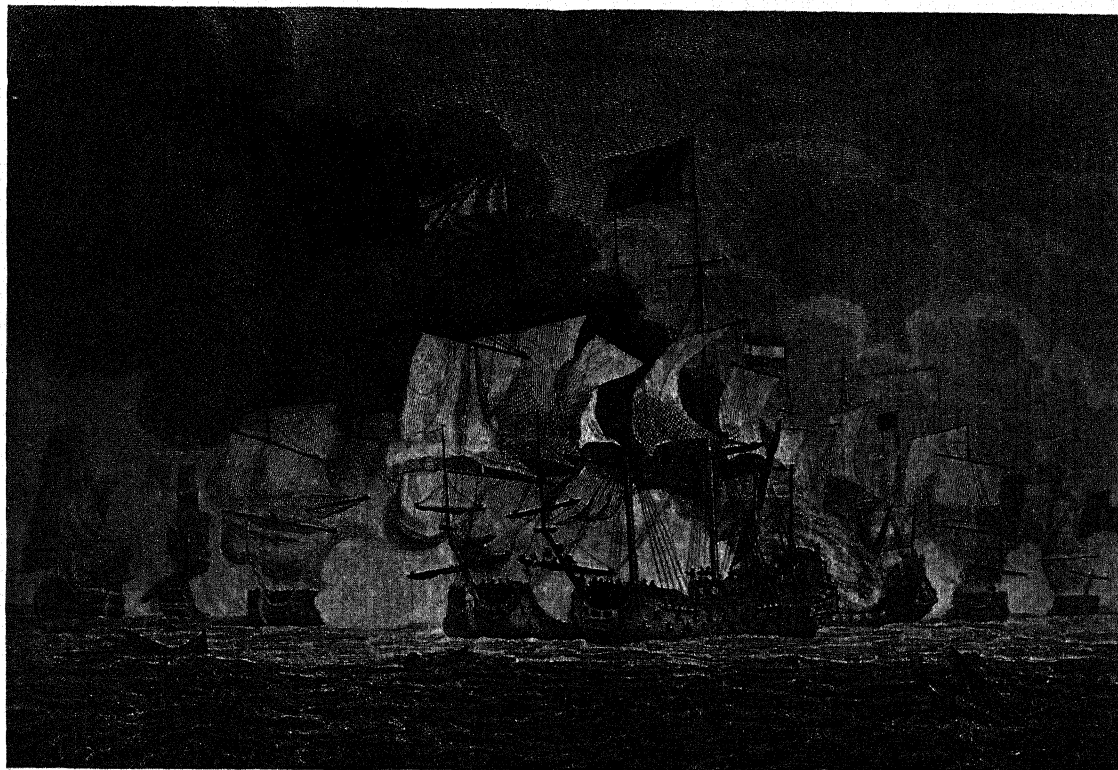
In 1648, during the English Civil War, when a dispute arose as to whether the fleet belonged to the King or Parliament, the Parliamentarians appointed Sir William Batten to command the fleet in the Thames. Directly he had assumed charge Sir William Batten withdrew from the river with 11 ships, and joined the Royalist fleet under the Prince of Wales in Holland. The "Crescent" was one of these ships. Soon afterwards the fleet sailed for England under the Prince of Wales, threatened Yarmouth, the Thames, and Sheerness, but was blown back to Holland by a gale.

During these operations the "Crescent" was recaptured by the Parliamentary fleet.

In 1653 the "Crescent," with 115 men and mounting 30 guns, was commanded by Captain Thomas Thorowgood and formed one of the Blue squadron of the fleet commanded by

"Admiral and General" Robert Blake (flag in "Resolution"). The English fleet had 100 men-of-war and 5 fireships. The Dutch had 98 men-of-war and 6 fireships. The action began at noon on June 2nd, 1653. By 3 P.M. one Dutch ship was sunk, and at 6 P.M. another blew up. By June 3rd the Dutch were badly beaten. Eleven prizes were brought in, 6 ships were sunk, 2 were blown up, and 1350 prisoners were taken. The English lost no ships. The "Crescent" subsequently took part in the blockade of the Dutch ports off Katwijk, and in the battle of Scheveningen (where Tromp was killed) under command of General Monck, Blake having been left in England seriously ill. The English fleet, after a stiff fight, defeated, scattered, and pursued the Dutch, and then returned to England.

The third "CRESCENT" was a fireship mounting 8 guns. She was captured



After R. Clevely.

THE BATTLE OF SCHEVENINGEN.

British Museum.

from the French by the "Dover" in 1692. She was of 234 tons and carried a crew of 45 men. Her length, beam, and draught were 85 ft., 25 ft., and 10 ft.

In 1698 she was sold for £190.

The fourth "CRESCENT" was a 32-gun frigate, captured from the French in 1758. She was of 731 tons, and her length, beam, and draught were 130 ft., 36 ft., and 10 ft.

This vessel was taken in October 1758 by the "Torbay," which was commanded at the time by Captain the Hon. Augustus Keppel. She was a French privateer, of 26 guns and 320 men, called the "Rostan." The French concealed 90 men in her hold in the hopes of recapturing her from her prize crew, but the people below betrayed themselves too soon and were soon overpowered.

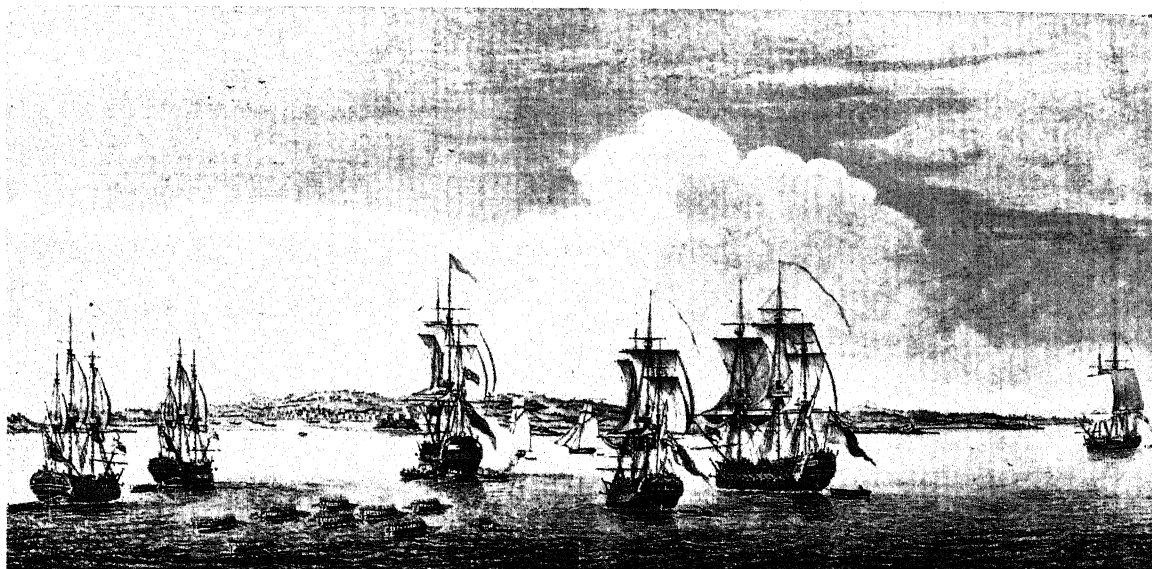
In 1759 the "Crescent" captured the French 20-gun ship "Berkeley."

In 1762 the "Crescent," commanded by Captain Thomas Collingwood, was in the squadron in the West Indies, consisting of 40 ships, frigates, sloops, and bombs, with nearly 10,000 troops, which arrived off Martinique on January 7th under Rear-Admiral George Rodney. The attack began on January 16th by a general bombardment of the batteries of Fort Royal Bay.

THE KING'S SHIPS

CRESCENT

When these batteries were silenced the troops were landed, and marched 6 miles to Fort Royal.



After D. Serres, R.A. Engraved by P. C. Canot.

RODNEY'S OPERATIONS AT MARTINIQUE.

British Museum.

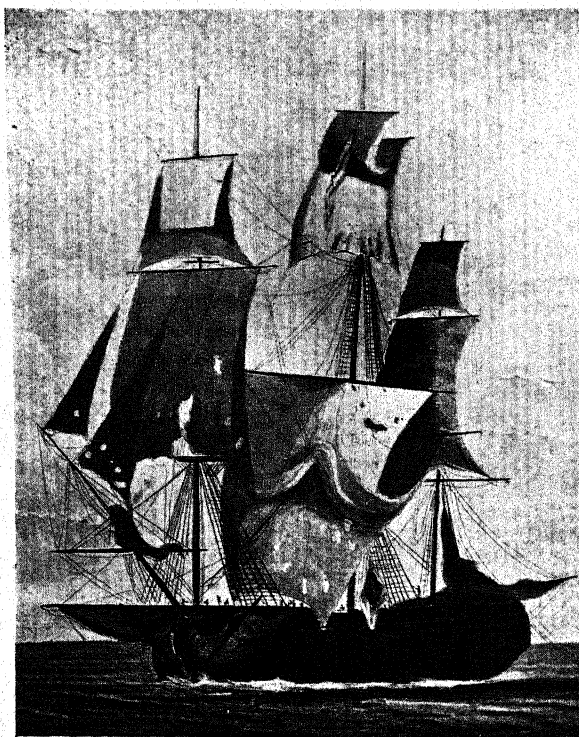
The necessary guns were dragged to the front by the men of the fleet, and on the 25th the batteries began to bombard. The citadel surrendered on February 5th, and by the 16th the whole island was in the possession of the British. The English loss was 500 killed and wounded.

In 1777 this vessel was sold for £805.

The fifth "CRESCENT" was a 28-gun frigate of 611 tons, launched at Bristol in 1779. She carried a crew of 200 men, and her length, beam, and draught were 121 ft., 34 ft., and 10 ft.

On October 2nd, 1779, the "Crescent," in company with the "Jupiter" and "Apollo," captured the two French 14-gun cutters "Mutine" and "Pilote."

In 1781, the "Crescent," commanded by Captain the Hon. Thomas Pakenham, while in company with the "Flora," was chased by a Spanish squadron, and only escaped after a sharp skirmish. On May 30th the same two ships fell in with two Dutch ships off Ceuta. The "Flora," after an action lasting two hours and a quarter, managed to capture the "Castor." The "Crescent" engaged the "Briel," and was thus, with a crew of 200 men and a broadside weight of 168 pounds, opposed to a ship with a crew of 230 men and a broadside weight of 178 pounds. The action lasted two hours and a half. The "Crescent" was very unfortunate. The quarter-deck guns and four main-deck guns were dismounted; the headyards and sails were shot away early in the engagement; and a little later the wreck



*After Lieutenant Mackellar, R.N.
Engraved by J. Wells.*

Alfred Davis.

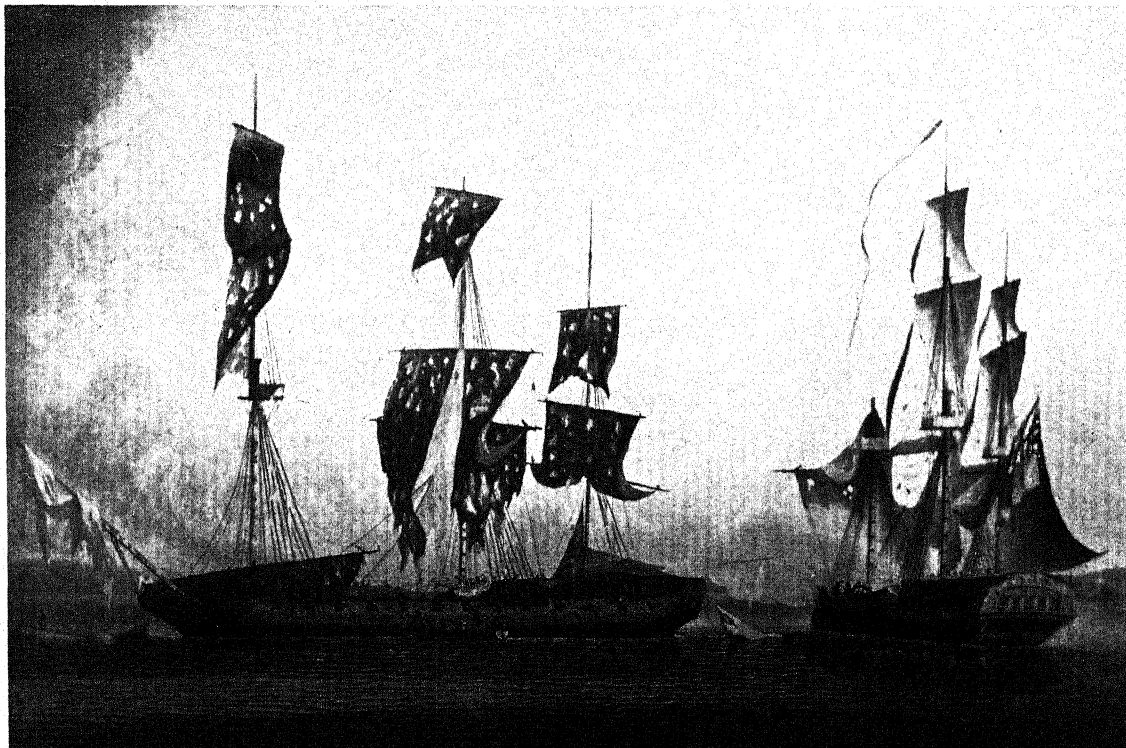
THE SIXTH "CRESCENT."

very unfortunate. The quarter-deck guns and four main-deck guns were dismounted; the headyards and sails were shot away early in the engagement; and a little later the wreck

of the main-mast and mizzen-masts disabled most of the guns before the main-mast, and rendered the ship unmanageable. The "Crescent" was therefore compelled to surrender, with a loss of 26 killed and 67 wounded. The "Briel" lost 12 killed and 40 wounded.

Soon afterwards the "Flora" drove off the "Briel" and recaptured the "Crescent." On June 19th, however, they fell in with two French frigates. The "Crescent" had only five men to each gun on her broadside and but nine marines to act as a small-arms party. She offered some resistance but soon had to surrender.

The sixth "CRESCENT" was a 36-gun frigate of 888 tons, launched at Burlesdon in 1784. She carried a crew of 264 men, and her length, beam, and draught were 137 ft., 38 ft., and 13 ft.



From an old aquatint published by R. Dodd.

THE "CRESCENT" CAPTURES THE "RÉUNION."

* *Alfred Davis.*

On October 20th, 1793, the "Crescent," commanded by Captain James Saumarez, engaged off Cherbourg the French 36-gun frigate "Réunion." In three-quarters of an hour the "Réunion" lost her fore yard and mizzen-top-mast, and after a brave resistance, lasting over two hours, she struck. The "Crescent" had no casualties. The "Réunion" lost 33 killed and 48 wounded. Captain Saumarez was knighted for this action.

On June 8th, 1794, the "Crescent," commanded by Captain Sir James Saumarez, while in company with the "Druid," 32, and "Eurydice," 24, fell in with two French 50-gun ships, two 36-gun frigates, and a brig. The French tried to cut off the "Eurydice" and "Druid," but the "Crescent" drew off the pursuit by leading into Guernsey by a channel unused by warships. Captain Saumarez was a Channel Islander, and his local knowledge enabled the British ships to escape.

In 1796 the "Crescent," commanded by Captain Edward Buller, was at Simon's Bay in a fleet of 14 vessels commanded by Vice-Admiral Sir George Elphinstone, with his flag in "Monarch." They sailed for Saldhana Bay and arrived there on August 15th. The "Crescent" was sent in to reconnoitre and reported a Dutch squadron of nine vessels at anchor in the harbour. The British fleet stood in, whereupon Rear-Admiral Engelbertus Lucas surrendered his entire squadron without firing a shot.

THE KING'S SHIPS

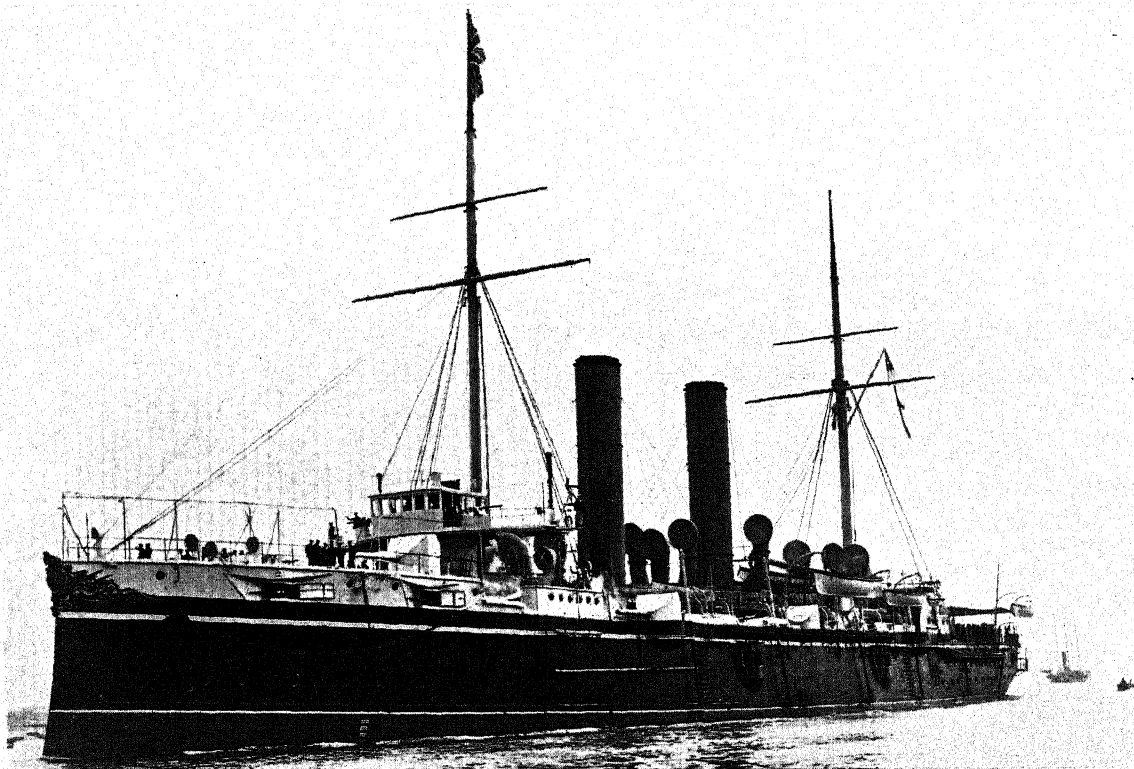
CRESCENT

On December 2nd, 1796, the "Crescent," commanded by Captain John William Spranger, in company with the "Brave" and "Sphinx," captured and destroyed the French settlement at Foul Point, Madagascar, and captured five merchantmen.

On November 15th, 1799, the "Crescent," commanded by Captain William Granville Lobb, captured and carried off the Spanish 16-gun ship "Galgo."

In June 1800 the "Crescent," commanded by Captain W. G. Lobb, captured the French 12-gun cutter "Diligente" in the West Indies.

On December 6th, 1808, the "Crescent," while off the coast of Jutland and commanded by Captain John Temple, was wrecked and lost with the captain and 220 lives. Some 60 men who reached the shore in the jollyboat and raft, were carried to Aalborg in waggons and were treated with the greatest kindness by the Danes.



From the photograph by H. J. Symonds.

THE NINTH "CRESCENT" AT THE TIME WHEN SHE WAS COMMANDED BY CAPTAIN H.R.H. THE DUKE OF YORK
(NOW HIS MAJESTY KING GEORGE THE FIFTH).

The seventh "CRESCENT" was a 38-gun frigate, launched at Woolwich in 1810. She was of 1084 tons and carried a crew of 300 men. Her length, beam, and draught were 154 ft., 40 ft., and 15 ft.

The "Crescent" became the negro depot ship at Rio de Janeiro and was sold in 1854.

The eighth "CRESCENT" was a 90-ton paddle vessel of 50 horse-power, purchased at Constantinople by Vice-Admiral James Dundas in 1853. Her length and beam were 80 ft. and 16 ft.

The ninth "CRESCENT" is a 13-gun twin-screw cruiser, launched at Portsmouth in 1892. She is of 7700 tons, 12,000 horse-power, and 20 knots speed. Her length, beam, and draught are 360 ft., 60 ft., and 24 ft.

From June 8th, 1898, to August 26th, 1898, this vessel had the honour of being commanded by Captain His Royal Highness the Duke of York, now His Majesty King George the Fifth.

CRESSY

The Wars of the French Revolution and Empire—

The defence of a convoy 1811
 Minor part in the Baltic 1813

The Russian War—

The expeditions to the Baltic 1854-5
 The blockade of the coast of Courland 1855



CRESSY.—Or Crécy. A town of France in the department of Somme. Though an ancient place, it has now only about 1300 inhabitants. It is famous in history for the great victory gained there on the 26th August 1346 by Edward III. with about 30,000 men over the French army of Philip of Valois, said to be 100,000 strong, commanded by the Comte d'Alençon. The flower of French chivalry and the King of Bohemia, fighting for France, were slain in the battle. Here it was that the Black Prince won his spurs and adopted the triple-feather crest of the fallen Bohemian king, with the motto *Ich Dien*, still worn by our Princes of Wales. This battle was one of the earliest in which cannon was used by the English. This Crécy must not be mistaken for another small town of the same name in the department of Seine-et-Marne, 25 miles east of Paris.

The first "CRESSY" was a 74-gun ship, launched at Frinsbury in 1810. She was of 1763 tons and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 17 ft.

In 1811 the "Cressy" was in the Baltic as one of a fleet of 11 ships under Admiral de Saumarez who flew his flag in "Victory." On the night of July 4th and 5th the "Cressy" assisted to defend a British convoy in the Great Belt, that was attacked by a Danish force of 17 gunboats. Unfortunately several of the merchantmen were set on fire, and a fog assisted the Danes to escape.

In 1813 the "Cressy" was in the Baltic, and played a minor part in the capture of some Danish gunboats.

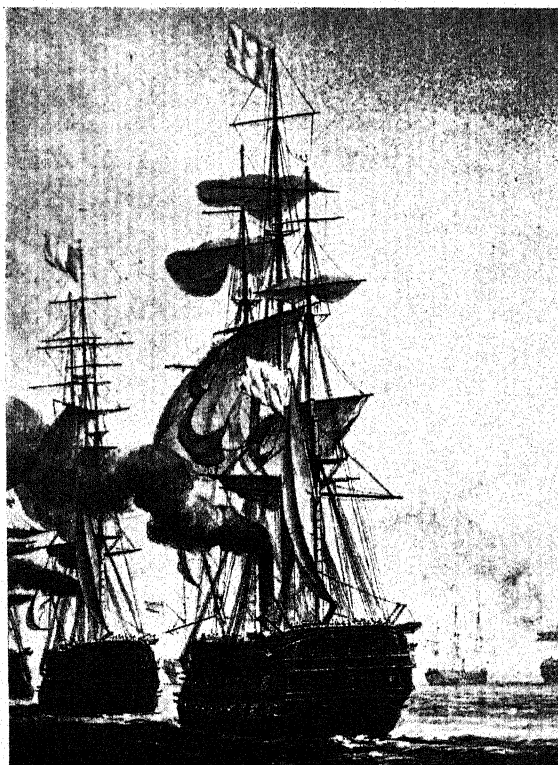
The "Cressy" was eventually cut down to a 50-gun ship, and in 1832 she was broken up.

The second "CRESSY" was an 80-gun screw ship, launched at Chatham in 1853. She was of 2539 tons, and 400 horse-power. Her length, beam, and draught were 198 ft., 55 ft., and 20 ft.

In March 1854 the "Cressy," commanded by Captain Richard Laird Warren, proceeded to the Baltic directly war with Russia was imminent, and joined a fleet under Vice-Admiral Sir Charles Napier with his flag in "Duke of Wellington." She performed no noteworthy service before the British fleet quitted the Baltic.

On March 28th, 1855, the "Cressy," commanded by Captain Richard Laird Warren, sailed from the Downs in a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the Baltic, to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.

The "Cressy" performed no service of note before the British fleet quitted the Baltic.



After O. W. Brierly, R.A. * Admiral Sir John Hopkins.
 Lithographed by T. G. Dutton.

THE SECOND "CRESSY."

THE KING'S SHIPS

CRESSY

The following song, written by a seaman on board the "Cressy" in the Baltic, is expressive of the feelings of the fleet at the lack of activity on the part of their enemies:—

What can we luckless sailors do? No fun comes to our share;
The enemy keeps out of view—to meet us they won't dare!
In vain our pennants fly so gay, our cruisers roam about,
We might as well in Portsmouth lay—the Russians won't come out!

In Helsingfors they lay quite close; 'neath Cronstadt mole they crowd;
They'll not come out and meet the foes whom once they dared so loud;
Like to some worn-out batter'd hulk each gallant ship so stout
Behind the batteries does skulk—the Russians won't come out!

The "Arrogant" and "Hecla," too, gave them a lesson rough;
Tho' fighting to our lads was new they proved both smart and tough;
They strewed the ground with soldiers gay, their batteries knocked about,
And brought their merchant ships away, yet still they won't come out!

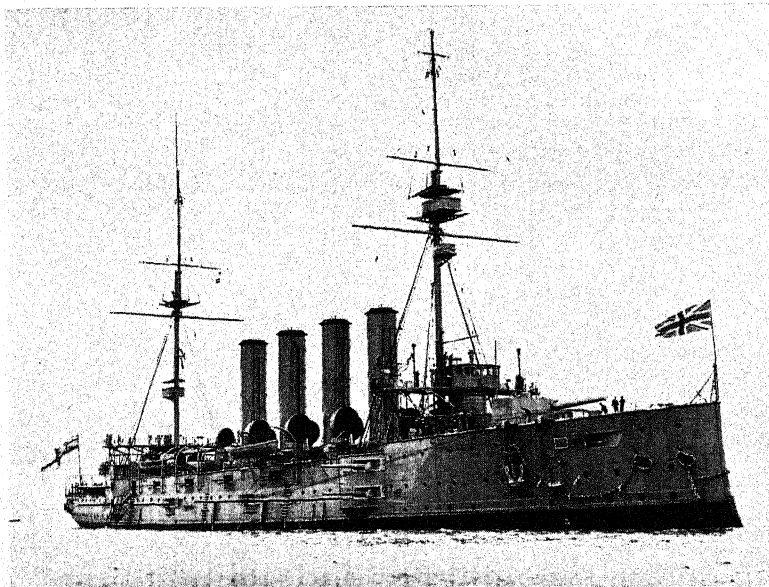
While in the Baltic we deplore our idle time at sea,
Our comrades on the Turkish shore, are as badly off as we.
Though many ships they've made their own, ta'en many a strong redoubt,
And batter'd half Odessa down, the Russians won't come out!

That mighty man Prince Menschikoff, in harbour still does lie,
And at the Allied Fleets does scoff as they are sailing by.
"Don't think," says he, "that I'm a fool, a valiant headstrong lout;
I'm safe and snug in Sebastopol, and be hanged if I'll come out."

Oh! would they but their anchors weigh and boldly put to sea,
With joy to see a sight so gay how full each heart would be;
But oh! such wishes are in vain: they know there's little doubt,
They never would get in again if once they venture out.

In 1867 the "Cressy" was sold for £6100.

The third "CRESSY" is a 14-gun twin-screw cruiser, launched at Govan in 1899. She is of 12,000 tons, 21,240 horse-power, and 21 knots speed. Her length, beam, and draught are 440 ft., 69 ft., and 26 ft.



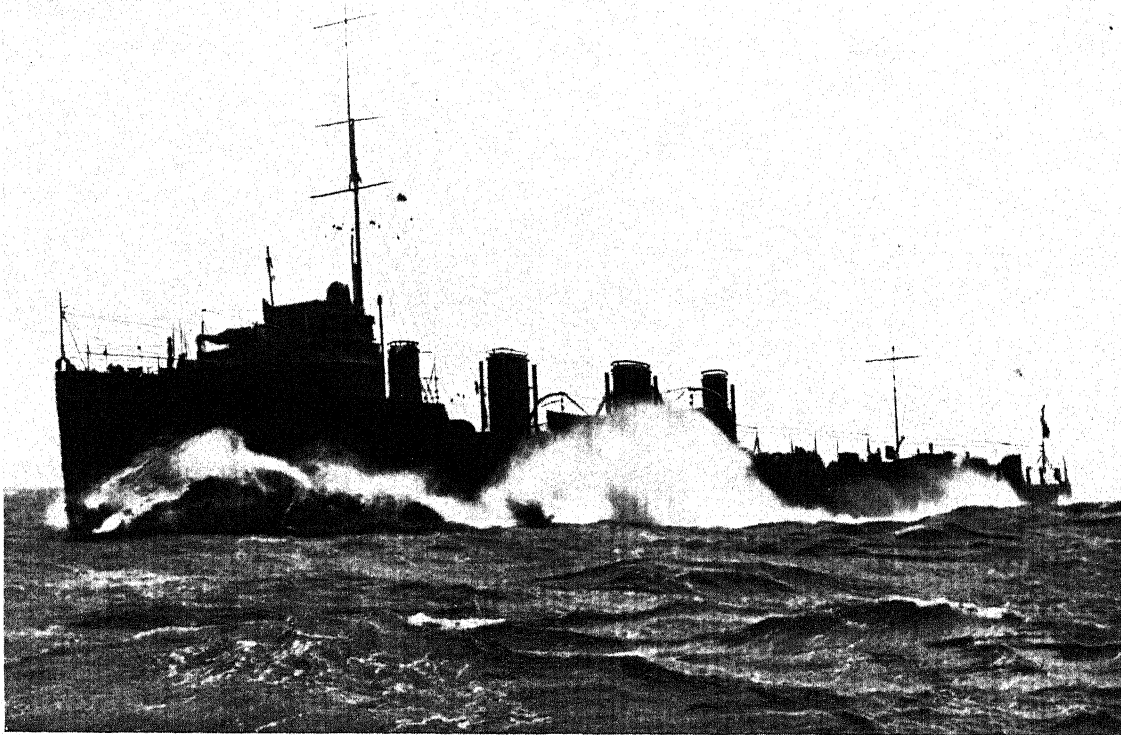
From the photograph by Ernest Hopkins.
THE THIRD "CRESSY."

CRUSADER



CRUSADER.—The Crusader was one who took part in the Crusades or holy wars undertaken by the various powers of Christendom at various times. The Crusades, professedly undertaken for the purpose of delivering the Holy Land from the Dominion of the infidel, were so named on account of the Cross, which was worn as a badge by those who devoted themselves to the enterprise. These wars were regarded as a duty, not only by reason of the profanation involved in Mahomedan rule over the birthplace and cradle of Christianity, but because of the insults and injuries constantly inflicted on Christian pilgrims. The first crusade took place in 1095; the third, in which King Richard I. took part, in 1190, and the eighth and last in 1270.

The "CRUSADER" is a turbine torpedo-boat destroyer, launched at Cowes in 1909. She is of 945 tons, 15,000 horse-power, and 34 knots speed. Her length, beam, and draught are 280 ft., 26 ft., and 10 ft.



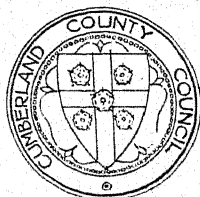
THE "CRUSADER."

Samuel White & Co.

CUMBERLAND

DUCHESS OF CUMBERLAND. DUCHESS CUMBERLAND. DUKE OF CUMBERLAND.

The War of the Spanish Succession—		
Rooke's expedition to Cadiz	1702	
Action with French squadron off Ushant	1707	
Various operations in the Baltic	1715–26	
The War of Jenkins's Ear, and of the Austrian Succession—		
The bombardment of Cartagena	1740	
The bombardment and capture of Chagres	1740	
Vernon's attack on Santiago de Cuba	1741	
The bombardment of Cartagena	1741	
The Seven Years' War—		
The bombardment and reduction of Geriah	1756	
The capture of Fort Bougee-Bougee	1756	
Pocock's action with D'Aché, off Pondicherry	1758	
Pocock's action with D'Aché off Negapatam	1758	
Pocock's action with D'Aché off Pondicherry	1759	
The American War of Independence—		
Keppel's action with D'Orvilliers off Ushant	1778	
Rodney's action with Spaniards off Finisterre	1780	
Rodney's action with De Langara off St. Vincent	1780	
Captured French "Duc de Chartres"	1781	
Darby's relief of Gibraltar	1781	
Hughes's action with De Suffren off Cuddalore	1783	
The Wars of the French Revolution and Empire—		
Hotham's action off Hyères	1795	
Assisted to capture French "Mignonne"	1803	
Assisted to capture French "Créole"	1803	
The blockade of San Domingo	1803	
Assisted to capture French "Duquesne"	1803	
Dance's action with French squadron off Malacca	1804	
"My admirals see double"	1804	
Action with French squadron off Toulon	1809	
Boat attack at Rosas Bay	1809	
Flinders's voyage of discovery	1800	
The Russian War—		
The expedition to the Baltic	1854	
The bombardment and capture of Bomarsund	1854	



CUMBERLAND.—A maritime county of England at its north-west extremity is 50 miles long by 30 miles broad and contains an area of 1516 square miles. It is famous for the beauty of its lakes and mountains.

The south-western district is generally mountainous, rugged, and sterile, yet contains several rich though narrow valleys, with numerous fine lakes, islands, rivers, cascades, and woodlands, which, combined or contrasted with the gigantic masses around them, exhibit many remarkable scenes of grandeur, desolation, and beauty. Scawfell (3210 ft.), Skiddaw (3058 ft.), and Helvellyn (3118 ft.) belong to this district. The north and north-eastern parts of the county consist of the Vale of Eden, which, separating the Pennine chain from the mountainous system of the south-west, gradually expands into the great Cumbrian plain, extending to the shores of the Solway.

The first "CUMBERLAND" was an 80-gun ship, launched at Burtlesdon in 1695. She was of 1220 tons and carried a crew of 476 men. Her length, beam, and draught were 156 ft., 42 ft., and 18 ft.

In 1702 the "Cumberland" was one of the English ships of the line in the combined Anglo-Dutch fleet under Admiral Sir George Rooke with his flag in "Somerset" which acted against the Franco-Spanish allies. The Anglo-Dutch fleet consisted of 30 English and 20 Dutch ships of the line besides cruisers, bombs, fireships, storeships, transports, hospital ships, and tenders—160 sail in all. The fleet anchored about 6 miles from Cadiz on August 12th. On August 15th, after much indecision and many councils of war, a landing was effected at Rota, and on the 16th Rota surrendered to an attack by the allies after some resistance. The men on shore then became completely demoralised with wine and licentiousness. Nothing further was done by Admiral Rooke, except hold councils of war, and the fleet left the neighbourhood of Cadiz on September 19th.

From Cadiz the "Cumberland" accompanied the allied fleets to Vigo; but as it was found that the whole fleet could not be advantageously used in such narrow waters, the "Cumberland" lay off and did not take part in the subsequent operations. The entire Franco-Spanish fleet were in Redondela Harbour, protected by a stout boom of masts, yards, and chains. After the boom was broken by Vice-Admiral Hopsonn in the "Torbay" the entire fleet was taken, burned, or destroyed, and enormous treasure and booty fell into the hands of the victors. In all forty-one of the enemy's craft suffered. This operation covered Rooke's inactivity at Cadiz.

In 1707 the "Cumberland," flying the broad pennant of Commodore Richard Edwards, sailed from Plymouth on October 9th, with the "Devonshire," "Royal Oak," "Chester," and "Ruby" in company. They were to escort a convoy of 130 sail with merchandise, horses,

and warlike stores to Lisbon. On October 10th they fell in with 14 French men-of-war under Du Guay-Trouin and Forbin, two very noted French cruiser officers. The French had thus 600 guns to pit against the English 336. The enemy were engaged with much stubbornness to save the merchantmen, but the result of the action was most serious. The "Royal Oak" was the only English ship to get away. The "Devonshire" after a running fight with five vessels blew up. The other three were compelled to strike their flag. The "Cumberland" struck to the "Lys," but Captain Edwards, after his release from captivity, was tried by court-martial and honourably acquitted. Had there been better feeling and more loyal co-operation between the two French officers, not a single ship, either of escort or of convoy, would have escaped them. The convoy managed to reach Lisbon in safety without loss.

The second "CUMBERLAND" was an 80-gun ship, launched at Deptford in 1710. She was of 1308 tons and carried a crew of 600 men. Her length, beam, and draught were 156 ft., 44 ft., and 18 ft.

In July 1715 the "Cumberland" was one of a fleet of 18 ships under Admiral Sir John Norris, which arrived in the Baltic, and allied itself to a Dutch fleet. The allies then joined the Danes, who at that time were engaged in fighting the Swedes, but they did not themselves take part in any fighting.

In June 1716 the "Cumberland" was one of a fleet of 19 ships which arrived in the Baltic under Admiral Sir John Norris, where they joined their Russian, Dutch, and Danish allies. Many difficulties arose, and neither the Danish nor British admiral would take orders from the other one. The Tsar Peter I. therefore assumed command, but nothing important took place.

In 1717 the "Cumberland" was again in the Baltic as one of a fleet of 31 ships which proceeded thither under Admiral Sir George Byng, but no fighting took place.

In 1718, commanded by Captain William Faulknor and flying the flag of Admiral Sir John Norris, the "Cumberland" proceeded to the Baltic in a squadron of ten sail of the line, one bomb ketch, and one fireship. Upon arrival at Copenhagen they co-operated with the Danish fleet, but as the Swedes upon their approach shut themselves up in their ports no naval action resulted.

In July 1719 the "Cumberland" was again in the Baltic in a fleet commanded by Admiral Sir John Norris, who flew his flag in her. On this occasion the British were allied with the Swedes, to whom they gave good moral support against the Russians.

In 1726 the "Cumberland" was one of a fleet of 20 ships, under Vice-Admiral Sir Charles Wager, which proceeded to the Baltic to lend weight to English representatives in certain matters connected with the results of the Treaties of Hanover and Vienna. The English fleet proceeded to Revel, and remained there several months, but there was no fighting.

In 1731 the "Cumberland" was taken to pieces.

The third "CUMBERLAND" was a 66-gun ship, launched at Woolwich in 1739. She was of 1401 tons and carried a crew of 520 men. Her length, beam, and draught were 158 ft., 45 ft., and 15 ft.



From an old print.

VERNON AT CARTAGENA.

British Museum.

THE KING'S SHIPS

CUMBERLAND

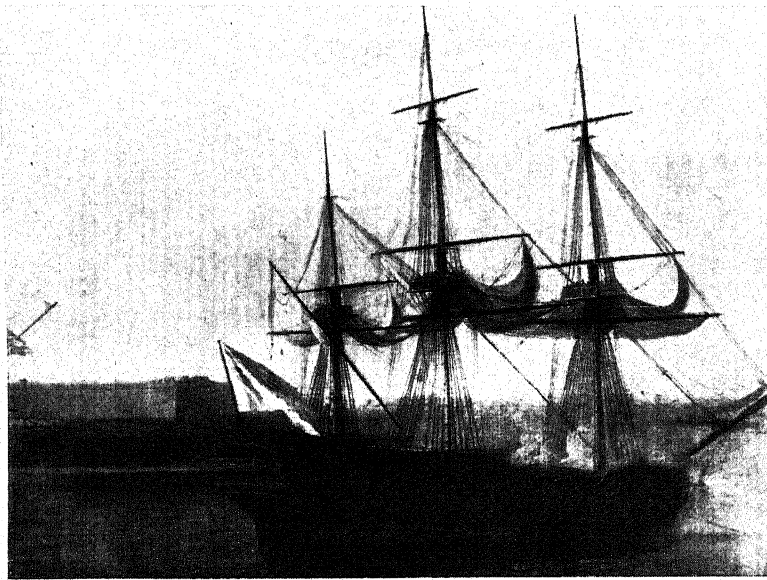
In 1740 the "Cumberland," commanded by Captain James Stewart, was in a fleet of 20 ships, several frigates, fireships, and bombs, under Rear-Admiral Sir Chaloner Ogle, besides transports carrying 9000 troops for the West Indies. The squadron arrived at Jamaica on January 9th, 1741, and placed themselves under the orders of Vice-Admiral Vernon.

In 1741 the "Cumberland," commanded by Captain James Stewart, and flying the flag of Rear-Admiral Sir Chaloner Ogle, was one of a fleet of 21 ships which proceeded to attack Santiago de Cuba under Vice-Admiral Edward Vernon with his flag in "Boyne." They took with them 40 transports carrying 3400 troops. The fleet anchored in Walthenham (now called Cumberland) Bay on July 18th. Some of the fleet blockaded 12 Spanish ships into Havana, others blockaded Santiago, and six were stationed across Cumberland Bay to protect the transports. The troops were landed, but after three months' inactivity on the part of General Wentworth the enterprise was abandoned, and the fleet returned to Jamaica on November 28th. The ministry at home mildly censured both the Admiral and the General, but seeing that it was impossible for them to work together without quarrelling, competent authorities

consider it would have been wiser to recall either one or other or both.

In 1748 the third "Cumberland" was cut down to ease her under sail.

In 1754 the "Cumberland," commanded by Captain John Harrison and flying the flag of Rear-Admiral George Pocock, proceeded to the East Indies in a squadron commanded by Vice-Admiral Charles Watson with his flag in "Kent." In May 1756 the "Cumberland" was one of the ships which, under Admiral Charles Watson, rendered valuable services to Indian commerce by destroying the power of a most dangerous pirate, Tulagee Angria by name. By various outrages he had extended his



From a contemporary painting.

Royal Naval College, Greenwich.

THE THIRD "CUMBERLAND."

territory from the small island stronghold of Severndoor over a large stretch of coast which included the town and port of Geriah. On the afternoon of February 12th, the governor having refused to surrender, the squadron weighed and stood in. One division attacked the fort and the other the dockyard and shipping. Firing continued until the evening of the 13th, when the Governor surrendered unconditionally. The British lost 20 killed, and they captured 250 guns, 6 mortars, a large quantity of stores and ammunition, besides about £100,000 in rupees and £30,000 worth of valuables. In addition all the shipping was destroyed and ten English and three Dutch prisoners enslaved by Angria were released. On December 29th the British ships landed men and attacked Fort Bougee-Bougee. The place was captured by an impromptu assault brought about by an incursion into the works of a drunken British seaman named Strachan.

The "Cumberland" was unable to take part in the capture of Chandernagore and Calcutta, as she drew too much water. She remained at Ballasore.

In 1758 the "Cumberland," commanded by Captain William Brereton, was in a squadron of nine English ships under the command of Vice-Admiral George Pocock, who flew his flag in "Yarmouth." On April 29th a French squadron of 11 ships under Admiral Comte d'Aché were sighted off Cuddalore, on the east coast of India. Pocock chased, and by 3.50 P.M. was able to make the signal to engage. An action followed, which was fought for the most part with great determination, but the captains of the "Newcastle," "Cumberland," and "Weymouth" shirked action and behaved very badly. At 6 P.M. the French broke the line and

stood away for Pondicherry, concentrating their fire on the English flagship as they passed. The English chased until the morning of May 1st and then gave it up. The French lost 162 killed and 360 wounded. The English lost 29 killed and 89 wounded. It was principally due to the backwardness of the captains in the British rear that the French were not completely defeated. Captain Brereton of the "Cumberland" lost one year's seniority, Captain Vincent of the "Weymouth" was dismissed his ship, and Captain George Legge of the "Newcastle" was dismissed the service, all by sentence of court-martial. In this action the "Cumberland" mounted 56 guns only.

On August 3rd, 1758, the "Cumberland," now commanded by Captain William Martin, again met the French under Comte d'Aché in the action off Negapatam, on the south-east coast of India. The French fleet were sighted at 5 A.M., and after manœuvring, in which one English ship was nearly cut off, the action started at 12.30 P.M. By 2 P.M. two French ships were driven out-of the line and two caught fire, so the Comte d'Aché bore away. Pocock pursued, and a running action was maintained until 8 P.M., when the British anchored off Carical. The fight was of an indecisive nature but was a very fierce affair while it lasted. The French lost 250 killed and 600 wounded. The British lost 31 killed and Captain Martin and 165 wounded.

On September 10th, 1759, the "Cumberland," commanded by Captain John Stukley Somerset, took part in a further action against the French in the East Indies off Pondicherry. The English fleet under Vice-Admiral George Pocock consisted of 10 ships. The French under Comte d'Aché had 13 ships. The squadrons sighted one another on the north-east coast of Ceylon on September 2nd, and the British chased, but were unable to come to action. They met again on September 10th, and the action began at 11 A.M., and was fought with great fury on both sides until the evening, when the French hauled off. The British were too damaged to pursue. The captain of the "Cumberland" was wounded, and the ship was so damaged that the "Elizabeth" had to take her in tow while she repaired. The French lost 1500 killed and wounded. The English lost 569 killed and wounded, including 1 captain killed and 2 wounded.

On November 2nd, 1760, the "Cumberland," while commanded by Captain Robert Kirk, sank at her anchors near Goa during the night. It was adjudged to have proceeded "from her having decayed, and not in a condition to have proceeded to sea."

The fourth "CUMBERLAND" was an 8-gun bomb vessel bought in 1739. She was of 181 tons and carried a crew of 45 men. Her length, beam, and draught were 79 ft., 23 ft., and 11 ft.

In 1740 the "Cumberland," commanded by Commander Thomas Brodrick, was ordered into the open bay before Cartagena with seven or eight small craft by Vice-Admiral Vernon. On March 7th they bombarded Cartagena without doing much harm. It has been suggested that Vice-Admiral Vernon carried out this demonstration as a reply to an insulting letter he had received from Don Blas de Leso, the Governor.

On March 22nd, 1740, the "Cumberland" proceeded with some other ships, under Vice-Admiral Vernon, and bombarded Fort San Lorenzo at Chagres. The ships bombarded and pursued a leisurely fire until March 24th, when the Governor of Chagres, Don Juan Carlos de Zavallós, surrendered the place. A large amount of booty, including wool valued at £70,000, was captured, and two small craft and all the ordnance were destroyed.

In March 1741 the "Cumberland" was one of the fleet under Vice-Admiral Vernon which attacked Cartagena on the Spanish main. The "Cumberland" acted in the Vice-Admiral's division, which convoyed the troops. The attack began on March 9th, when the forts were bombarded, and the troops landed. The days following were employed in landing stores and guns, but frequent quarrels between Admiral Vernon and General Wentworth commanding the troops delayed the progress of the work. On March 23rd a general bombardment of the forts and batteries was begun by the ships of the fleet, and several ships suffered injuries so severe that they had to be called off. On the 25th the seamen of the fleet assaulted a battery with complete success, and then destroyed a boom and some of the ships in harbour. The enemy at once scuttled five men-of-war and blew up a fort. The British continued to do further damage, but the quarrels between the Admiral and General Wentworth becoming virulent, the fleet sailed for Jamaica, where it arrived on May 19th. In 1742 the "Cumberland" was broken up.

The fifth "CUMBERLAND" was a 74-gun ship, launched at Deptford in 1774.

THE KING'S SHIPS

CUMBERLAND

She was of 1674 tons and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 46 ft., and 17 ft.

In 1778 the "Cumberland," commanded by Captain Joseph Peyton, was in the van of an English fleet consisting of 30 ships of the line, 6 frigates, and 3 small craft, mounting 2278 guns in all, and commanded by Admiral the Hon. Augustus Keppel with his flag in "Victory." They fought the indecisive battle of Ushant with the French. The French fleet consisted of 32 ships of the line, 6 frigates, and 8 small craft under the command of Lieutenant-General Comte d'Orvilliers with his flag in "Bretagne," mounting 2298 guns in all. Keppel sailed from Spithead on July 9th, and the two fleets sighted one another on the 23rd, 100 miles west of Ushant. The French in accordance with instructions tried to avoid action, and until the 27th the two fleets manœuvred in full sight of one another. On the 27th an action began at 11 A.M.



After T. Luny. Engraved by J. Fittler.

RODNEY'S ACTION OFF ST. VINCENT.

British Museum.

and lasted until nightfall. The weather was such that the lower-deck guns could not be used to leeward with the canvas then set. On the morning of the 28th only three French ships were in sight. A pretty smart skirmish had taken place, but it was indecisive in character. The English loss was 133 killed and 373 wounded. The French lost 161 killed and 513 wounded. Vice-Admiral Palliser accused Admiral Keppel of not pressing home the attack. Both officers were tried by court-martial. Keppel was acquitted and Palliser's conduct was censured. Public opinion ran strongly for Keppel, and his acquittal was celebrated with bonfires and illuminations in London. The mob got drunk, smashed the windows of Palliser's friends, wrecked Palliser's own house, and came near to killing the Vice-Admiral himself.

In 1780, on January 8th, the "Cumberland" was in an English fleet of some 21 ships of the line and 11 frigates, under Admiral Sir George Rodney with his flag in "Sandwich." They sailed from Plymouth on December 29th for Gibraltar and the West Indies. At daylight on the 8th 22 Spanish sail were sighted and were at once chased. After a few hours' action they were all captured. Seven were men-of-war, chiefly frigates, and the remainder were merchant vessels, laden with stores and provisions for the Spanish fleet at Cadiz. This action was fought about 300 miles west of Finisterre; the ships then proceeded to Gibraltar.

On January 16th, close to St. Vincent, another Spanish squadron was sighted, consisting

OUR NAVAL SEAMEN
REARED IN RODNEY'S SCHOOL
Circa A.D. 1785

THE VOICE OF THE SIREN



of 11 ships of the line and 2 frigates under Admiral Don Juan de Langara. The English ships at once chased, and at 4 P.M. the leading ships got into action. At 4.30 P.M. a Spanish 70 blew up with all on board, and at 6 another struck. A night action followed, and at 2 A.M. the Spaniards surrendered. Besides the one blown up six Spanish ships were captured, but of these two drove ashore and were lost.

In 1781 the "Cumberland" captured the "Duc de Chartres," a French privateer of 16 guns, with 92 men.

In March 1781 the "Cumberland" was one of the fleet which relieved Gibraltar under the command of Vice-Admiral Darby. It consisted of 28 ships of the line and a large convoy. They arrived at Gibraltar on April 12th, and landed the necessary warlike stores, but not without great opposition from the besieging Spaniards and from a flotilla of single-gun gunboats in the bay. In one week the re-victualling was accomplished, and the relief effected, and the squadron then returned to England, arriving at Spithead on May 22nd.

In 1783 the "Cumberland," commanded by Captain William Allen, took part in the fifth action in the East Indies between Vice-Admiral Sir Edward Hughes and Admiral De Suffren. It was fought on June 20th, and was known as the Battle of Cuddalore. The English fleet consisted of 21 and the French fleet of 18 vessels. The fleets met and the action began at 4 P.M. and lasted until 7 P.M. The curious point about this action is that, unknown to either belligerent, it was fought five months after the preliminaries of peace had been signed. The French gained a victory strategically and tactically, though no ships were taken on either side. The English loss was 99 killed and 434 wounded, to which the "Cumberland" contributed 2 killed and 11 wounded. The French suffered 102 killed and 386 wounded. The French by this action prevented the reduction of Cuddalore.

In 1795 the "Cumberland," commanded by Captain Bartholomew Samuel Rowley, was one of a combined British and Neapolitan fleet of 32 sail in all, commanded by Admiral William Hotham with his flag in "Britannia." Commodore Nelson on July 7th had discovered the French fleet off Cape de Melle, and was chased to San Fiorenzi, where he gave information to the Admiral. The French fleet consisted of 23 ships under Vice-Admiral Martin. On July 13th the French fleet were sighted off Hyères, and the British fleet at once chased. The action began at 12.30 P.M., the "Cumberland" receiving the first broadsides of the French. At 2 P.M. the French "Alcide," 74, struck her colours to the "Cumberland," and at 3 P.M. Admiral Hotham stopped the action. The British lost 11 killed and 28 wounded, and had captured one ship. Strangely enough, the "Cumberland" had no one hurt. Admiral Hotham's decision to cease fighting was severely criticised.

On June 28th, 1803, the "Cumberland," commanded by Captain Henry W. Bayntun, was senior officer's ship of a squadron of three vessels, escorting a convoy off Cape Nicholas Mole. They sighted and engaged two French vessels, and soon managed to capture the 16-gun vessel "Mignonne," which at the time had only ten guns mounted. The other Frenchman escaped after having inflicted a loss of 6 killed and 15 wounded upon the "Hercule."

On June 30th, 1803, the "Cumberland," commanded by Captain H. W. Bayntun and having the "Vanguard" in company, sighted the French 40-gun frigate "Créole" off San Domingo with 530 troops on board and a crew greatly weakened by disease. The British ships gave chase and compelled her to strike after firing a few shots.

In July 1803 the "Cumberland," Captain H. W. Bayntun, was one of a squadron engaged in the blockade of San Domingo under Commodore John Loring with his broad pennant in "Bellerophon." On July 24th the French escaped at a time when the British squadron was blown to leeward by a gale. The squadron chased the French 74-gun ship "Duquesne" and compelled her to surrender after a brief action at 3 P.M. on July 25th.

In 1804 this vessel was broken up.

The sixth "CUMBERLAND" was a 125-ton vessel, purchased into the service in 1781 as the "Duchess of Cumberland."

The seventh "CUMBERLAND" was an 8-gun cutter known as the "Duchess of Cumberland," hired for service and dating from 1783.

The eighth "CUMBERLAND," known as the "Duchess Cumberland," was a 66-ton armed cutter carrying a crew of 22 men, which was hired into the service in 1793.

THE KING'S SHIPS

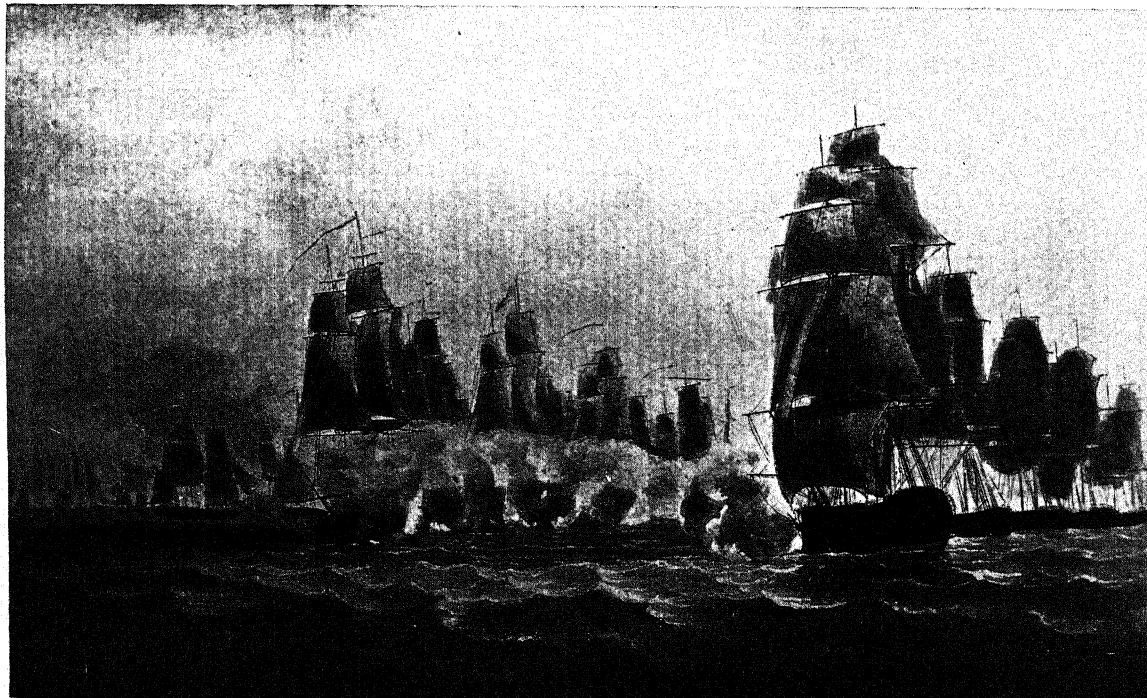
CUMBERLAND

The ninth "CUMBERLAND" was a small schooner of 29 tons, bought into the service in 1803 by Commander Flinders at Port Jackson during one of his voyages of discovery and surveying. She took him from Australia to Mauritius, and was there illegally detained for seven years by the French governor.

The tenth "CUMBERLAND" was a 179-ton packet vessel known as the "Duke of Cumberland" and dating from 1803.

The eleventh "CUMBERLAND" was a 36-gun East India Company's ship.

Strictly speaking, it might be considered that this vessel should not be included in this record as she was not one of His Majesty's ships, but she is put in on account of her war service.



By and after W. Daniell.

DANCE'S ACTION WITH LINOIS.

A. Ackermann.

On February 14th, 1804, the "Cumberland," commanded by Master William Ward Farrer, was one of a fleet of 31 sail in all, with valuables on board worth £8,000,000. They most gallantly repulsed and ignominiously routed a French force of five ships under Admiral Linois in the Straits of Malacca. The East Indiamen with their light guns and narrow scantling would have been no match for the French men-of-war if they had been attacked with courage. Nathaniel Dance, master and senior officer of the squadron, was most deservedly knighted for this service, the East India Company distributed a sum of £50,000 among the officers and crews, and a medal was struck in commemoration of the action. "Tell Admiral Linois," said Napoleon after this affair, "he has shown want of courage of mind, that kind of courage that I consider the highest quality in a leader. All the enterprises at sea have failed because my admirals see double, and have discovered, I know not how or where, that war can be made without running risks."

The twelfth "CUMBERLAND" was a 74-gun ship, launched at Northfleet in 1807. She was of 1718 tons and carried a crew of 590 men. Her length, beam, and draught were 174 ft., 47 ft., and 18 ft.

On October 23rd, 1809, the "Cumberland," commanded by Captain the Hon. Philip Wodehouse, was one of a squadron of six ships, commanded by Rear-Admiral George Martin

with his flag in "Canopus." On this day they chased a squadron of five men-of-war and a large convoy bound from Toulon to Barcelona. Ten of the French ships ran ashore near Frontignan rather than fight, and were burned by their crews. The French men-of-war lost were the "Robuste," 80 guns, and the "Lion," 74 guns.

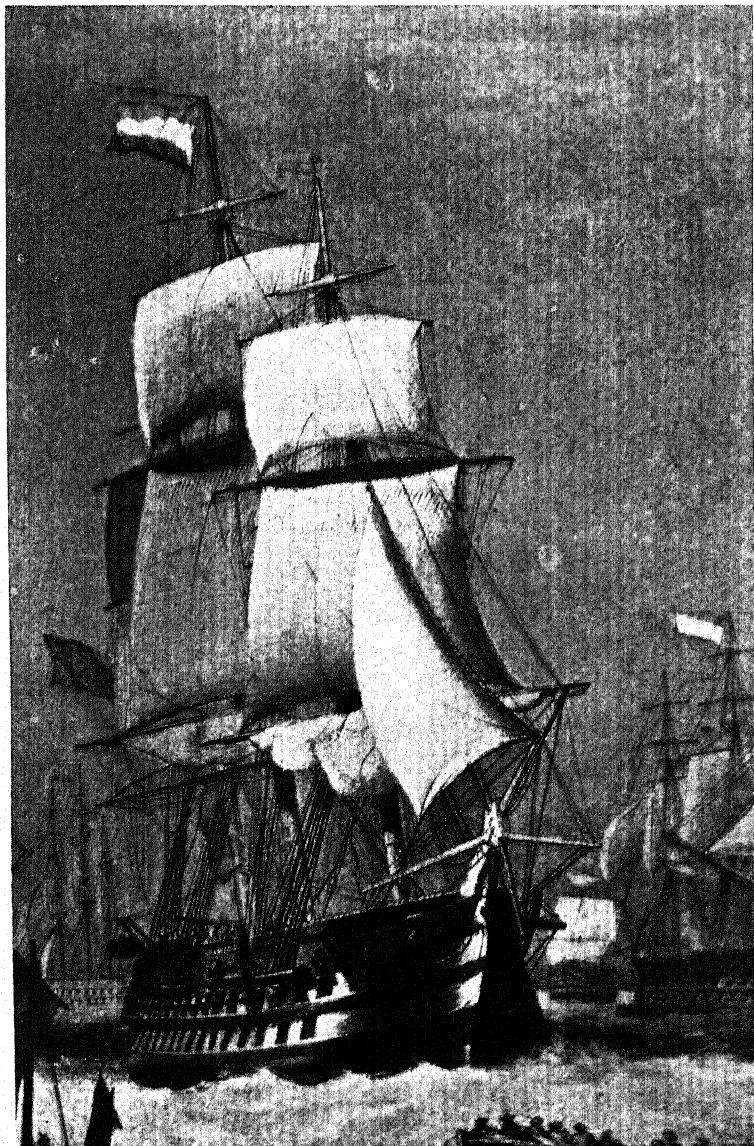
On October 31st, 1809, the "Cumberland," commanded by Captain the Hon. Philip Wodehouse, was one of a squadron of eight ships commanded by Captain Benjamin Hallowell in "Tigre," which anchored off Rosas Bay. They at once manned and armed their boats, which proceeded into harbour in spite of a heavy fire from the batteries and great resistance from the French. By the following morning they had boarded, captured, and burned four armed French ships and seven of a merchant convoy. The British lost 15 killed and 50 wounded.

The "Cumberland" became a convict hulk at Sheerness. She was renamed "Fortitude" in 1833, and in 1870 she was sold for £2200.

The thirteenth "CUMBERLAND" was a 70-gun ship, launched at Chatham in 1842. She was of 2214 tons and carried a crew of 620 men. Her length, beam, and draught were 180 ft., 54 ft., and 22 ft.

In March 1854 the "Cumberland," commanded by Captain G. Seymour, proceeded to the Baltic directly war with Russia was imminent, and joined an Anglo-French fleet under Vice-Admiral Sir Charles Napier with his flag in "Duke of Wellington."

Early in August preparations were made for an attack on Bomarsund. On August 6th the fortress was reconnoitred, and two days later a French army, reinforced by 2000 French marines, was landed, while two small ships destroyed an inconvenient 7-gun battery. On the 10th and 11th guns were landed from the fleet, dragged four and a half miles over execrable ground, and took up a position on the flank of the town. On the 16th a combined attack by the Anglo-French forces was begun, some of the ships of the fleet assisting with 10-inch guns. No great damage was done to the fortress, but General Bodisco, perceiving that his position was desperate, capitulated after a few hours; 2255 prisoners were taken, and the British forces soon afterwards withdrew from the Baltic.



After O. W. Brierly, R.A. Lithographed by T. G. Dutton.

Admiral Sir John Hopkins.

THE THIRTEENTH "CUMBERLAND."

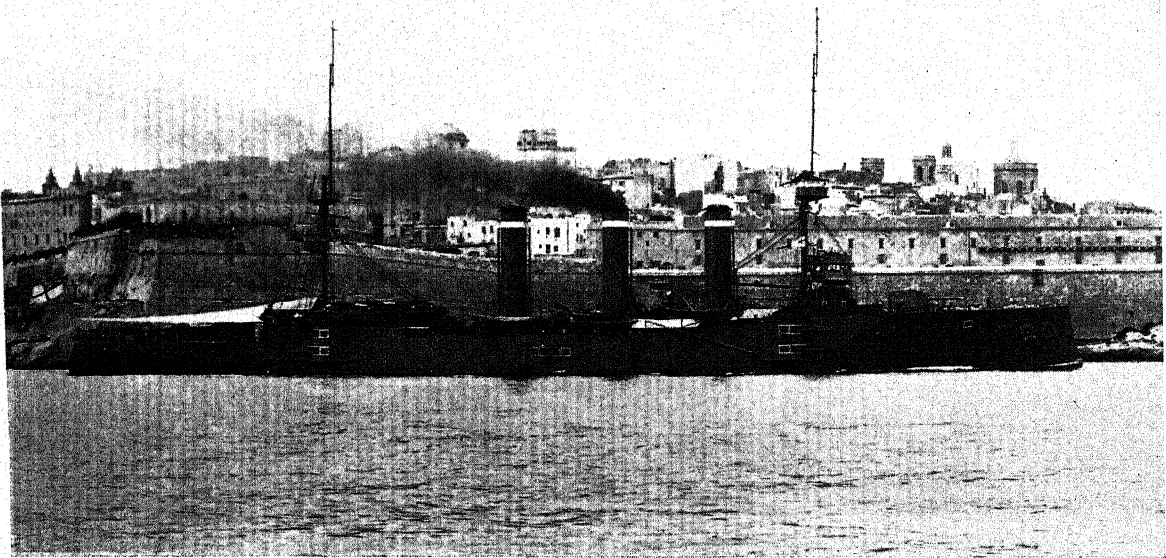
THE KING'S SHIPS

CUMBERLAND

The "Cumberland" ended her career in the service of the Clyde Training Ship Association, and was burned at her moorings in 1889.

The fourteenth "CUMBERLAND" is a 14-gun twin-screw cruiser, launched at Glasgow in 1902. She is of 9800 tons, 22,000 horse-power, and 23 knots speed. Her length, beam, and draught are 440 ft., 66 ft., and 24 ft.

In January 1913, while commanded by Captain Aubrey C. H. Smith, the "Cumberland" went for a cruise in the West Indies, etc., and among the cadets on board was H.R.H. Prince Albert, the second son of His Majesty King George the Fifth.



THE FOURTEENTH "CUMBERLAND."

From the photograph by Richard Ellis.

CYCLOPS

The War of American Independence— Captured French “Raillieur”	1783	The occupation of Jebel	1840
The Wars of the French Revolution and Empire— Hotham's action off Hyères	1795	The bombardment and capture of Sidon and Batrûn	1840
The blockade of Smyrna	1795	The bombardment of Beyrout	1840
Pellaw's operations in Quiberon Bay	1800	The Kaffir War— Minor part	1851-2
Lord Keith's expulsion of the French from Egypt	1801	The Russian War— The first bombardment of Sebastopol	1854
The Syrian War— The blockade of the Syrian Coast	1840	The first Atlantic cable	1856-7
“What has been won by the sword will be kept by the sword”	1840	The bombardment of Jeddah	1858
		The first cable to India	1860



CYCLOPS.—In Greek mythology the Cyclopes were giants, the sons of heaven and earth, having but one eye in the middle of the forehead; whence their name, which means "round-eyed." There were five of them, Arges, Brontes, and Steropes, and Pyracmon and Acamas. They were the workmen of Vulcan, and fabricated the thunderbolts of Jupiter. They were reckoned among the gods, and sacrifices were solemnly offered to them at Corinth. Finding them dangerous to his rule by reason of their enormous strength, Kronos had them confined to the centre of the earth. In the wars between the gods and Titans, they were set free by Jupiter, and they furnished him with thunder and lightning. Apollo is said to have destroyed them all, because they made the thunderbolts with which his son Aesculapius had been slain.

The first "CYCLOPS" was a 28-gun frigate, launched in 1779 on the River Thames. She was of 603 tons and carried a crew of 200 men. Her length, beam, and draught were 120 ft., 34 ft., and 10 ft.

In 1783 the "Cyclops," while cruising on the American coast, captured the French 14-gun sloop "Railleux" on January 11th.

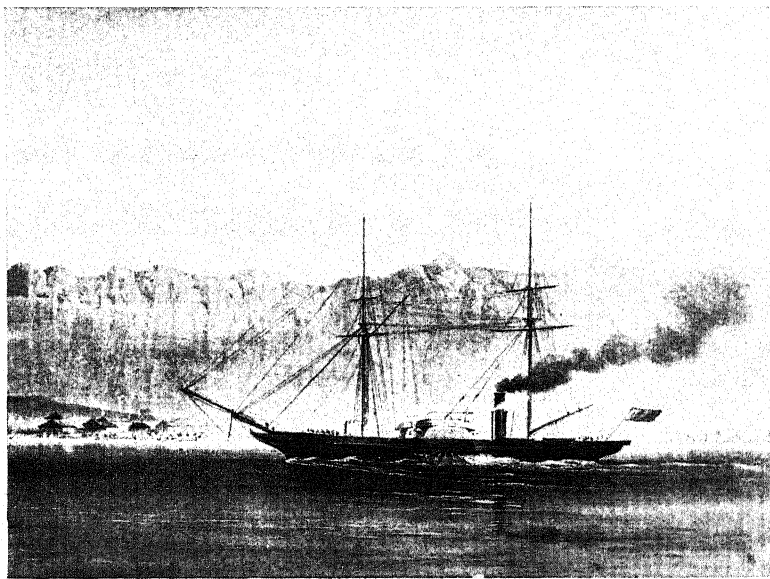
In 1795 the "Cyclops," commanded by Captain William Hotham, was one of a combined British and Neapolitan fleet of 32 sail in all, commanded by Admiral William Hotham with his flag in "Britannia." Commodore Nelson on July 7th had discovered the French fleet off Cape de Melle and was chased to San Fiorenzi, where he gave information to the Admiral. The French fleet consisted of 23 ships under Vice-Admiral Martin. On July 13th the French fleet were sighted off Hyères, and the British at once chased. The action began at 12.30 P.M. At 2 P.M. a French ship struck her colours, and at 3 P.M. Admiral Hotham stopped the action. The British lost 11 killed and 28 wounded and had captured one ship. Admiral Hotham's decision to cease fighting was severely criticised.

In 1795 the "Cyclops," commanded by Captain William Hotham, in company with the "Aigle," 38, was engaged in the blockade of Smyrna, in which port two French frigates and a corvette were shut up. Towards the end of September Commodore Honoré Ganteaume arrived with seven French ships, whereupon the "Cyclops" and her consort raised the blockade and judiciously retired.

In 1800 the "Cyclops," armed *en flûte*, and commanded by Commander John Fyffe, was in a fleet of 18 vessels commanded by Captain Sir Edward Pellew in the "Impétueux." This fleet was directed to co-operate with the insurgent French Royalists, and with that object it anchored in Quiberon Bay on June 2nd. On the 4th two forts were attacked and afterwards destroyed by a landing-party. On the 6th a body of troops acting with the manned and armed boats of the fleet burned a French 18-gun sloop, carried off several small craft and almost 100 prisoners, destroyed some guns, and blew up a magazine, only one British seaman being killed.

In 1801 the "Cyclops," armed *en flûte* and commanded by Commander John Fyffe, was in a combined British and Turkish fleet of 52 ships in all, commanded by Admiral Lord Keith with his flag in "Foudroyant." Transports carrying 16,150 troops under General Sir Ralph Abercromby, accompanied the expedition, which arrived at Aboukir Bay on March 2nd. The troops were landed in face of the French fire and one thousand British seamen were put on shore to assist them. The beach was seized and the enemy driven back. In the preliminary operations the Naval Brigade lost 22 killed and 70 wounded. The small vessels of the fleet

manœuvred in Lake Aboukir, and assisted the military, subsequently proceeding up the Nile and doing valuable service. In the subsequent operations the French capitulated and were expelled from Egypt, being conveyed to France at the expense of Great Britain.



After O. W. Brierly, R.A. Lithographed by F. Jones.
THE SECOND "CYCLOPS."

T. H. Parker, Brothers.

Five ships in the inner harbour of Alexandria were captured, two of which were bought into the Navy of England.

In 1814 the "Cyclops" was sold, after doing some service as troopship.

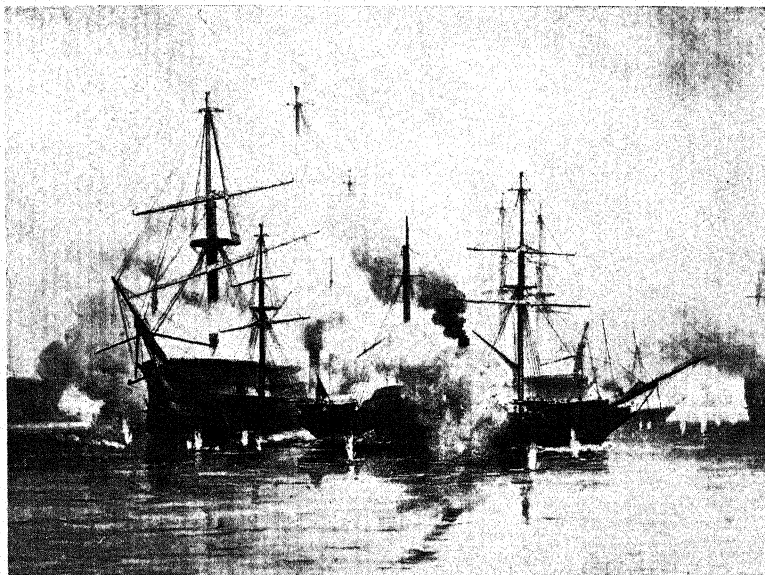
The second "Cyclops" was an 8-gun paddle frigate, launched at Pembroke in 1839. She was of 1195 tons, 320 horsepower, and carried a crew of 175 men. Her length, beam, and draught were 190 ft., 37 ft., and 10 ft.

In 1840 the "Cyclops," commanded by Captain

Horatio Thomas Austin, was one of a combined fleet of 32 British, 8 Austrian, and 3 Turkish vessels under Admiral the Hon. Robert Stopford with his flag in "Princess Charlotte," which were engaged in the blockade of the Syrian coast to prevent any further Egyptian

advance against Turkey. On August 9th an ultimatum was offered to Egypt by the "Cyclops," which awaited a reply. The reply was that "what has been won by the sword will be kept by the sword," and operations were at once begun. On September 9th the majority of the fleet anchored off Beyrout, and escorted Turkish troops and British marines to points of vantage. On September 11th the "Cyclops" and other ships landed men at Jebel and attacked the fort. The enemy were in such force that the British had to retire with a loss of 5 killed and 18 wounded. In spite of their temporary success, the Albanians abandoned the place, and Jebel was occupied on the following day. On September 15th the "Cyclops" and two other ships captured Batrûn without any trouble. On September 25th the "Cyclops" was one of a fleet of 1 Turkish and 7 British ships which attacked Sidon, which was protected by a moderately strong fort and 2700 men. After a bombardment a landing party went ashore, and after one or two checks Sidon was captured with small loss.

During these and the following days Beyrout was frequently bombarded, and on October



After Lieut. E. W. Brooker, R.N.*
Lithographed by T. G. Dutton.

THE "CYCLOPS" TOWS THE "BELLEROPHON" AT SEBASTOPOL.

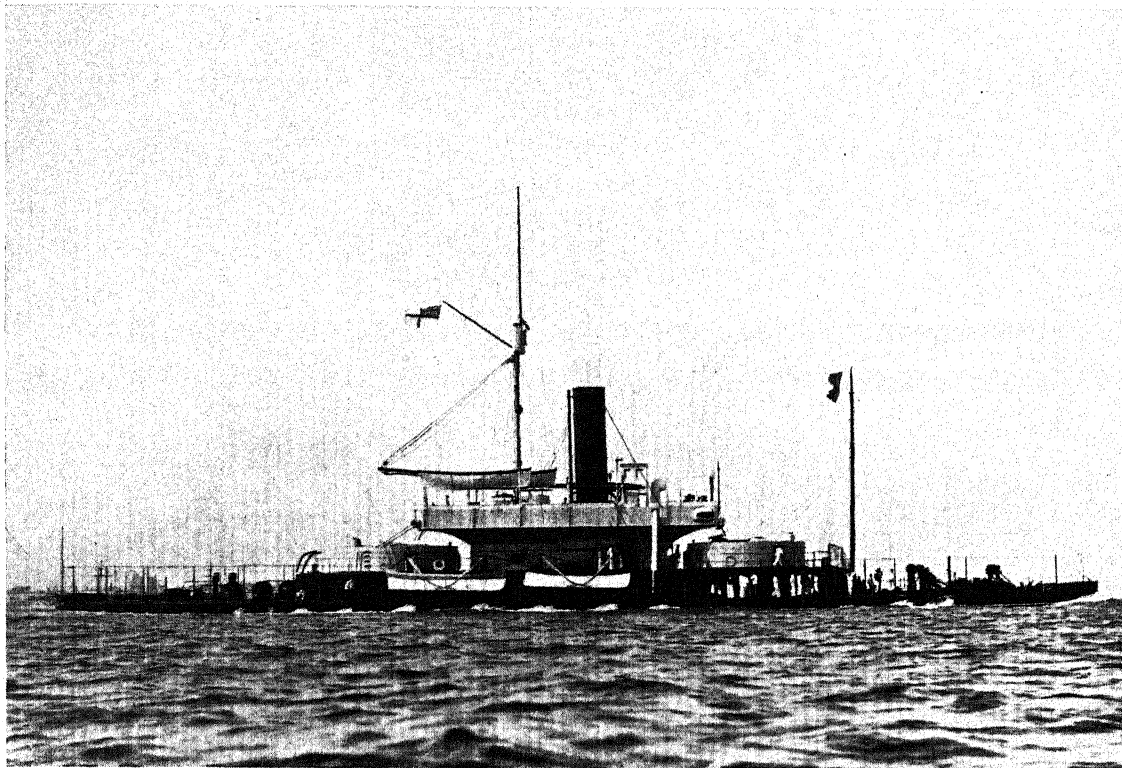
T. H. Parker, Brothers.

1840 it was occupied by the British. The "Cyclops" then proceeded on detached service, and did not take part in the subsequent bombardment and capture of St. Jean d'Acre. At the end of November the Egyptians made peace and evacuated Syria.

In 1851 and 1852 the "Cyclops" played a minor part in the Kaffir war at the Cape.

In 1854 the "Cyclops," commanded by Master Robert Wilson Roberts, took part in the Russian war.

On October 17th, 1854, the "Cyclops" was one of a combined Anglo-French fleet of 54 vessels under Vice-Admiral Dundas with his flag in "Britannia" which took part in the first bombardment of Sebastopol. Two Turkish ships of the line also assisted in the attack, which from the landside began at daybreak. There being no wind the steam vessels towed the sailing ships into action. The "Cyclops" towed the "Bellerophon" into place, being secured to the



THE THIRD "CYCLOPS."

From the photograph by H. J. Symonds.

big ship's port-side. The fleet began to bombard at 1.30 P.M. At 6 P.M. the British ships withdrew, having lost 44 killed and 266 wounded. The French lost 212 killed and wounded, but the Russians in Sebastopol admitted a loss of 1100 killed and wounded, though the real number is believed to be much nearer 5000. The British ships suffered severely in the masts, yards, and rigging, but very little serious damage was done to the Russian batteries. The "Cyclops" towed the "Bellerophon" to the assistance of Sir Edmund Lyons, in the "Agamemnon," who was in a hot corner. The "Cyclops" therefore deserves to be considered as being included in the Admiral's signal, "Well done, 'Bellerophon.'"

In 1856 and 1857 the "Cyclops," commanded by Lieutenant Joseph Dayman, surveyed the route of the first Atlantic cable from Ireland to Newfoundland. She subsequently escorted the "Agamemnon" when the cable was first laid, but when 335 miles of cable had been paid out it unfortunately parted, and the operations perforce ceased.

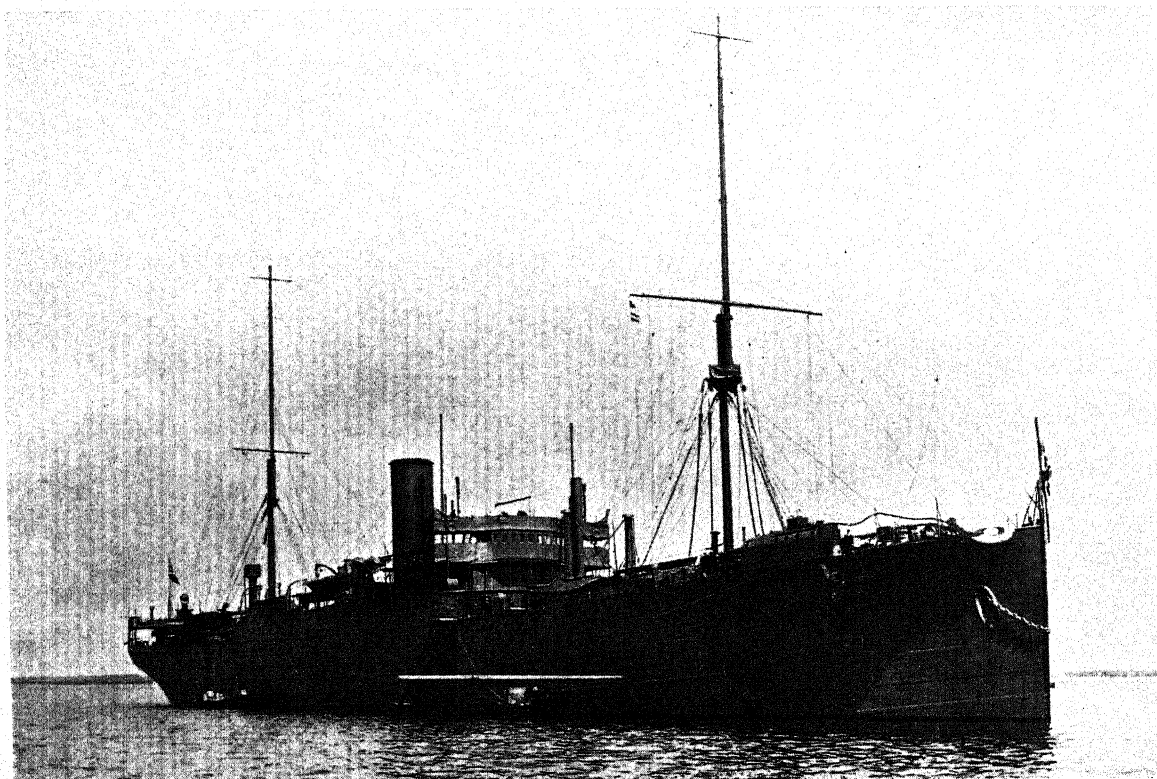
In June 1858 a dispute arose at Jeddah, the port of Mecca, concerning the ownership of a vessel which belonged to some Indian subjects of Her Majesty. Rioting took place and several consuls, including the British consul, were massacred. The "Cyclops," commanded by Captain William John Pullen, was lying off the town, and sent an armed boat ashore to remove the fugitives. On July 23rd the "Cyclops" returned to Jeddah, and getting no reply to her

demand for satisfaction began a bombardment of the town which lasted two days. The murderers were then seized, but the native troops said they had no power to execute them. The "Cyclops" at once renewed the bombardment, and twenty-four hours later eleven of the murderers were executed in sight of the town and shipping.

In 1860 the "Cyclops" also assisted in laying the three lengths of submarine telegraph cable between Karachi and Aden that completed the communication between England and India.

In 1863 the "Cyclops" was sold for £5000.

The third "CYCLOPS" was a 4-gun twin-screw turret ship, launched at Black-



THE FOURTH "CYCLOPS."

From the photograph by Ernest Hopkins.

wall in 1871. She was of 3480 tons, 1660 horse-power, and 11 knots speed. Her length, beam, and draught were 225 ft., 45 ft., and 16 ft.

In 1903 the "Cyclops" was sold.

The fourth "CYCLOPS" is a twin-screw repair ship, launched at Sunderland in 1905. She is of 11,300 tons, 3500 horse-power, and 13 knots speed. Her length, beam, and draught are 475 ft., 55 ft., and 21 ft.

She was originally built as the "Indiabarah," but was subsequently purchased into the Naval service, and fitted with foundries, machine tools, distilling apparatus, and tanks for 800 tons of distilled water.

CYGNET

CYGNE

The Campaign of the Spanish Armada—			The Seven Years' War—		
Guarded the narrow seas	1588		The capture of Havana	1762	
The second English Civil War—			The Wars of the French Revolution and Empire—		
The blockade of Lisbon	1650		Captured French "Impériale"	1806	
Action with Spanish Brazilian fleet	1650		Assisted to capture French "Loire" and French "Seine"	1809	
The first Dutch War—			The suppression of West African slavery		1845
The battle of Portland	1653		Punitive expedition in River Niger	1876	
Captain Dampier's voyage of discovery		1684-6	The blockade of Dahomey	1876	
The War of the English Succession—			The Egyptian War—		
The battle of Beachy Head	1690		The bombardment of Alexandria	1882	
			The defence of Suakin	1885	



CYGNET.—A young swan. The swan is a genus of bird forming a distinct section of the duck family. The cygnets have a dark bluish-gray plumage and lead-coloured bill. Swans according to the laws of England are birds-royal. When they are found in a partially wild state on the sea and navigable rivers, they are presumed to belong to the Crown. Whoever destroys or steals swans' eggs is liable to a fine of five shillings for each egg. The most famous British swannery is at Abbotsbury, near Weymouth, where there are about a thousand of these birds.

The first "CYGNET" was acquired for the Navy during the reign of Queen Elizabeth. She was built in 1585 and was of 30 tons, with a crew of 20 men. She carried an armament of 1 falcon and 2 falconets.

She took part in the campaign of the Spanish Armada under the command of John Sherriif, with George Wilkynson as boatswain, and was in the squadron under Lord Henry Seymour which guarded the narrow seas while the Lord High Admiral pursued the defeated Spaniards up the east coast of England.

The second "CYGNET" was built in 1650, at a time when the Commonwealth



Engraved by J. Pine from one of the House of Lords' Tapestries.

THE ARMADA OFF THE LIZARD.

British Museum.

THE KING'S SHIPS

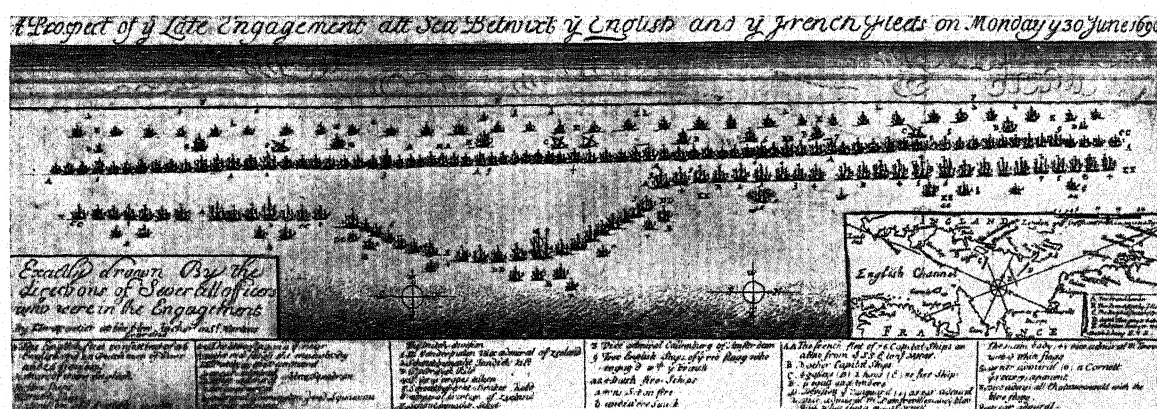
CYGNET

was making great additions to the Navy. She carried 22 guns, but there does not appear to be any available record of her tonnage and dimensions.

In 1650, under the command of Captain William Wheatley, the "Cygnet" was one of the squadron of 16 ships which, under the command of "General" Robert Blake with his flag in "George," went in search of Prince Rupert, who commanded the Royalist ships which had seceded from Parliament. They blockaded Rupert into Lisbon. On September 14th the Brazil fleet hove in sight. An action resulted, and seven ships were taken or destroyed. The "Cygnet," having proved to be one of the least seaworthy ships of the squadron, then returned home under Rear-Admiral Badiley with his flag in "Happy Entrance," and reached the Downs on November 9th, 1650.

It is not absolutely clear that this "Cygnet" is the same as the second referred to above.

In 1653 the "Cygnet," commanded by Captain Philip Holland, took part in the fighting against the Dutch known as the battle of Portland. The Dutch fleet, which was escorting a convoy of 200 sail to Holland, was commanded by Admiral Tromp and consisted of about 85 sail. The English, under "Admiral and General" Robert Blake with his flag in "Triumph," were of about equal strength, though accounts differ very much as to their number, and it is only quite recently that the Navy Records Society have issued a list of the ships engaged.



Engraved by J. Drapeantier.

BATTLE OFF BEACHY HEAD.

British Museum.

The first action took place on February 18th, when Tromp fell upon an inferior number of ships under Blake, a large number of English ships being too far to leeward to engage. This action was followed by a three days' running fight up Channel. Disorder crept in as the Dutch convoy lost faith in their escort, and many Dutch men-of-war put to flight when their ammunition was expended. The Dutch disappeared during the night of the 20th-21st, and the English victory was assured. Accounts of the losses differ considerably, but it appears that the Dutch lost about 20 ships, 2000 men killed, many wounded, 1500 prisoners, and about 40 of their merchant convoy. The English lost some 300 men killed, 800 wounded, and were compelled to abandon and sink one ship. Two or three English ships were captured by the Dutch but were subsequently retaken. "General" Robert Blake was seriously wounded and his flag-captain and secretary were killed. Several English ships were absent from this fight owing to injuries received at the battle of Kentish Knock, or doubtless the affair would have been more decisive.

The third "CYGNET" was built at Chatham in 1657. She was but of 60 tons, and mounted 6 guns. Her length, beam, and draught were 45 ft., 15 ft., and 5 ft. She carried a war crew of 50 men, a peace crew of 22 men, and she disappears from the old lists between 1688 and 1697.

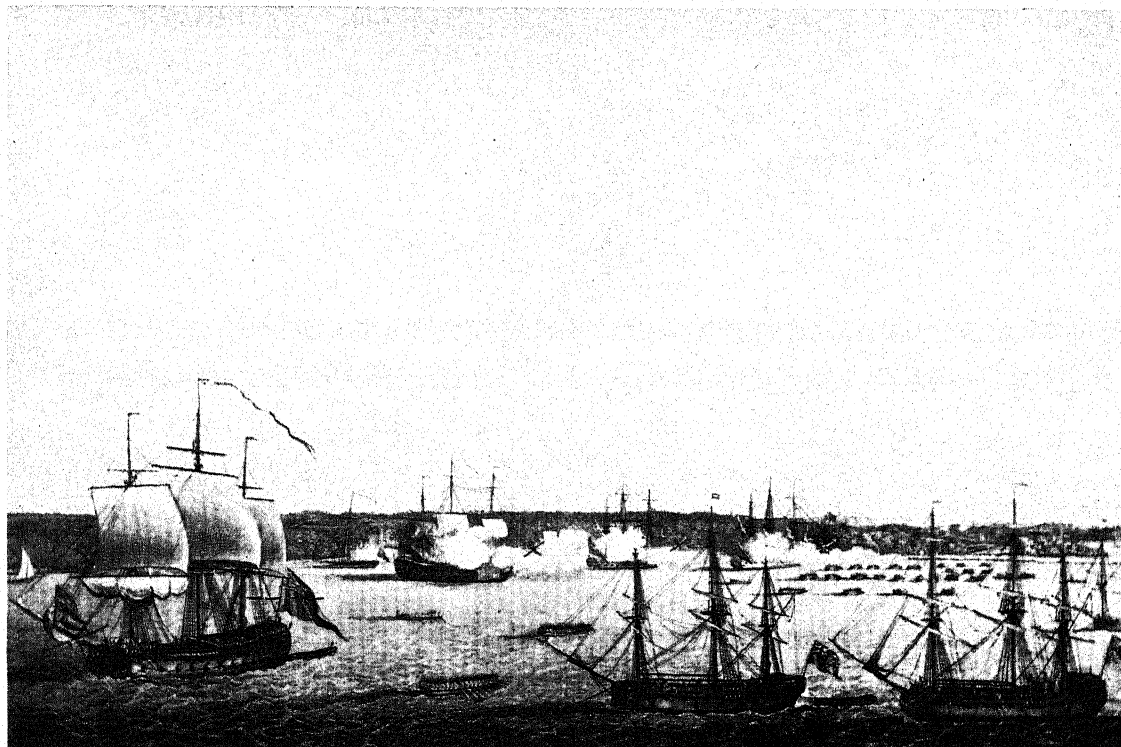
The fourth "CYGNET" was commanded by Captain Swan, and originally left London for the purpose of trade.

In September 1684 Captain Cook's expedition fell in with the "Cygnet" on the coast of Mexico, and she was taken into their service. Captain William Dampier, R.N., took command of the ship and sailed from the Mexican coast in March 1686 and reached Mandanao. From

there they proceeded to the Bashee Islands, a group of islands named after a potent liquor made by the natives from the juice of the sugar-cane. They were surveyed by Captain Dampier and named "Duke of Grafton," "Duke of Monmouth," and "Orange." The "Cygnet" then sailed to New Holland and the Nicobar Islands, and eventually sank at her anchors in Madagascar.

The fifth "CYGNET" was bought into the Navy after capture in 1688 as a foreign prize, for use as a fireship. She was of 90 tons and mounted 6 guns, with a crew of 20 men.

In 1690, under the command of Captain Robert Wilmot, the "Cygnet," formed one of the combined Anglo-Dutch fleet under Admiral Lord Torrington, who flew his flag in "Royal



After D. Serres, R.A. Engraved by P. C. Canot.

HAVANA EXPEDITION.

Royal United Service Institution.

Sovereign." They met the French fleet under Admiral Tourville, and fought the battle of Beachy Head on June 30th. The allies were badly beaten, 8 or 9 ships were destroyed, while the French lost none. The loss of life on both sides was considerable. The Dutch lost 2 flag-officers, and the English about 3 captains. The English Commander-in-Chief, Lord Torrington, was tried by court-martial, and though acquitted he was never again employed.

In 1693 the "Cygnet," commanded by Captain John Perry, was in the West Indies operating against the French. On September 20th of this year the "Cygnet" was captured by the French in circumstances which were so discreditable that Captain Perry, after his release from captivity, was tried by court-martial and dismissed the service.

The sixth "CYGNET" was a 16-gun sloop taken from the French in 1759. She was of 385 tons, and her length, beam, and draught were 111 ft., 28 ft., and 8 ft. Her name in the French service had been "Guarland" or "Guirlande."

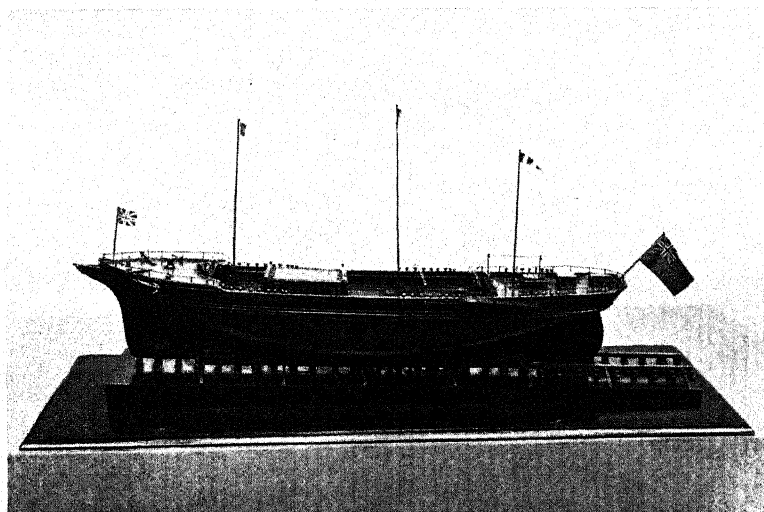
In 1762, under the command of Commander the Hon. Charles Napier, the "Cygnet" was in a fleet of 53 ships, besides storeships, hospital ships, and transports with 15,000 troops. The ships were under Admiral Sir George Pocock with his flag in "Namur," while George, Earl of Albemarle, commanded the troops. They proceeded to Havana to attack the Spaniards.

THE KING'S SHIPS

CYGNET

On May 27th the fleet of 200 sail in all stood away for the old Strait of Bahama, which was safely navigated by marking the dangerous shoals with boats. During the passage two Spanish ships were captured. On June 6th the fleet arrived off Havana, and while a feint was made elsewhere, the troops were landed under cover of the guns of the fleet. Moro was bombarded, and although the Spaniards made a most gallant defence, Havana fell and the British took complete possession on August 14th, 1762. Specie and stores to the value of three million pounds were captured, 13 Spanish men-of-war were destroyed, 3 were sunk, and 2 on the stocks were burned. The British lost 1790 killed and wounded. The division of prize money caused some heart-burning. It worked out as follows: Admiral £123,000, captain £1600, petty officer £17, seaman or marine £4. In 1768 the "Cygnets" were sold in South Carolina.

The seventh "CYGNET" was an 18-gun sloop, launched at Portsmouth in 1776. She was of 301 tons and carried a crew of 125 men. Her length, beam, and draught were 97 ft., 27 ft., and 9 ft.



Science Museum, South, Kensington.
MODEL BELIEVED TO BE OF THE THIRTEENTH "CYGNET."

In 1802 this vessel was sold.

The eighth "CYGNET" was an 18-gun sloop captured from the French in 1779. She was of 385 tons and carried a crew of 130 men. Her length, beam, and draught were 111 ft., 28 ft., and 9 ft.

The ninth "CYGNET" (Cygne) was a 14-gun French cutter, captured from the French on May 7th, 1796, off Scilly by the English frigate "Doris."

The tenth "CYGNET" was an armed ship of about 120 tons and carrying a crew of 40 men, that was hired for service in 1796, and seems to have been employed for six years.

The eleventh "CYGNET" was an 18-gun ship sloop, launched at Yarmouth in 1804. She was of 365 tons and carried a crew of 121 men. Her length, beam, and draught were 106 ft., 28 ft., and 11 ft.

On May 24th, 1806, the "Cygnets," commanded by Commander Robert Bell Campbell, captured the French 3-gun schooner "Impériale" off Dominica.

On December 17th, 1809, the "Cygnets," commanded by Commander Edward Dix, assisted to drive the French 40-gun frigates "Loire" and "Seine," then armed *en flûte*, into Anse la Barque, Guadeloupe, where they were compelled to strike, and were subsequently burned.

On March 7th, 1815, the "Cygnets," while commanded by Commander Robert Russell, was wrecked and lost off the River Corentyne, between British and Dutch Guiana.

The twelfth "CYGNET" was a 10-gun brig sloop, launched at Portsmouth in 1819. She was of 237 tons and carried a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 9 ft.

In 1835 this vessel was sold for £560.

The thirteenth "CYGNET" was a 8-gun brig, launched at Woolwich in 1840. She was of 359 tons and carried a crew of 80 men. Her length, beam, and draught were 95 ft., 30 ft., and 11 ft.

In 1845, while commanded by Commander Henry Layton, the "Cygnet" was engaged in the suppression of the slave trade on the West African coast.

In 1863 this brig became "coastguard watch vessel No. 30," and in 1877 she was broken up at Portsmouth.

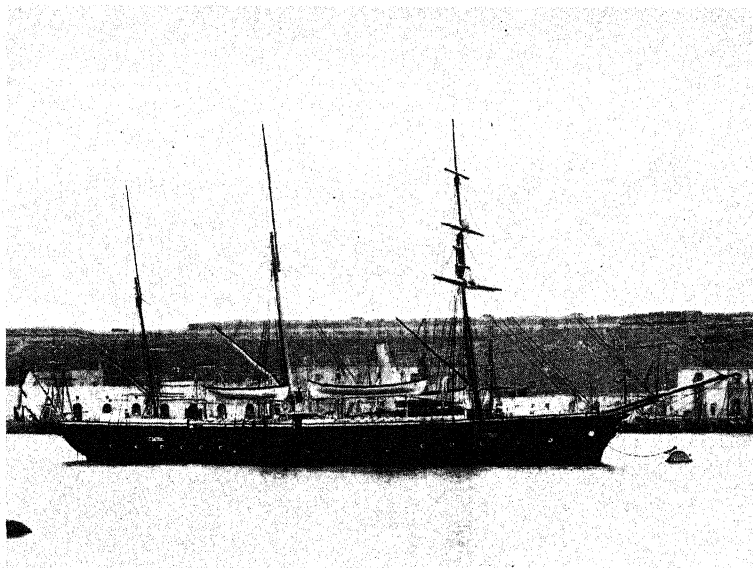
The fourteenth "CYGNET" was a 5-gun screw gun vessel, launched at Northam in 1860. She was of 1128 tons and 80 horse-power. Her length, beam, and draught were 145 ft., 25 ft., and 9 ft.

In 1868 the "Cygnet" was broken up.

The fifteenth "CYGNET" was a 4-gun screw gunboat, launched at Sunderland in 1874. She was of 455 tons, 457 horse-power, and 11 knots speed. Her length, beam, and draught were 125 ft., 24 ft., and 10 ft.

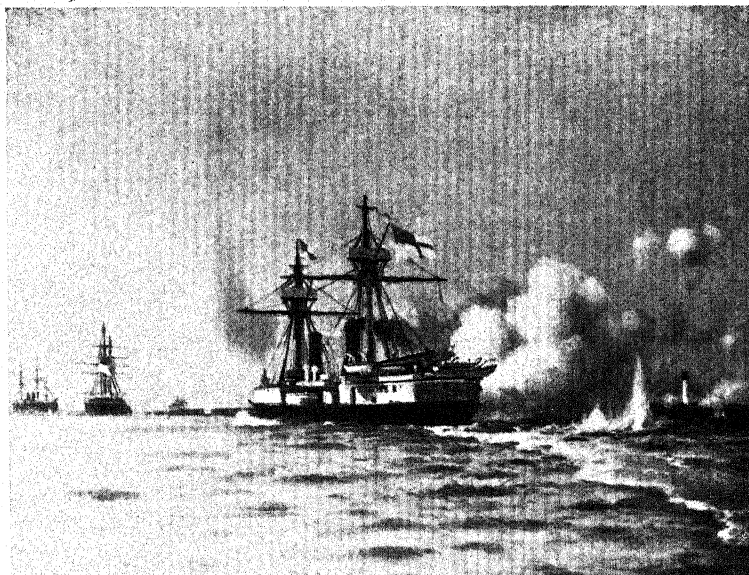
In June 1876 the "Cygnet," commanded by Lieutenant Robert Frederick Hammick,

took part in a small expedition up the river Niger in company with two other vessels under Commodore Sir William Hewett with his broad pennant temporarily in "Sultan of Sokoto." The natives had been obstructing the river and preventing the passage of British trade. At Akado three guns were captured, and after the natives of the town of Sabogrega had shown hostile intent the town was bombarded for two days. The boats were then manned and armed, and dashed in under a galling musketry fire. They dislodged the natives, burned the town, blew up the powder store, and flung the heavy guns into the river. The boats then proceeded and attacked Agberi, which was burned



From the photograph by Richard Ellis.

THE FIFTEENTH "CYGNET."



*Painted by the
Chevalier E. de Martino.*

Admiral of the Fleet the Rt. Hon. the Lord Fisher

THE BOMBARDMENT OF ALEXANDRIA.

without much resistance. The squadron lost 1 marine killed and 5 officers and 9 men wounded.

In 1876 the "Cygnet," commanded by Lieutenant Robert F. Hammick, was one of a fleet of twelve ships, under Commodore Sir William Hewett with his broad pennant in "Active," which engaged in the blockade of Dahomey on the Nigerian coast. The blockade lasted for

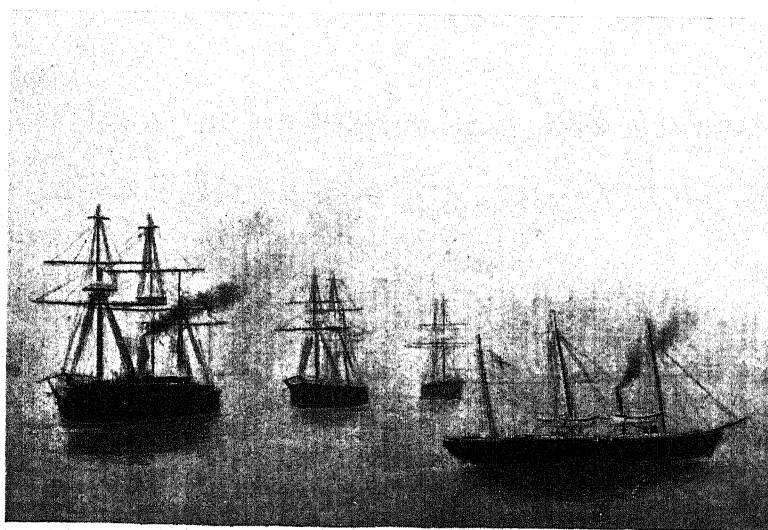
THE KING'S SHIPS

CYGNET

eleven months in a pestilential climate, and at the end of that time King Gelelé entered into negotiations and the blockade was raised.

In 1882 the "Cygnet," commanded by Lieutenant Hugh Dudley Ryder, was engaged in the bombardment of Alexandria in a fleet of 14 ships, commanded by Admiral Sir Beauchamp Seymour with his flag in "Alexandra." At 7 A.M. on July 11th the "Alexandra" fired the first shot of the bombardment. Owing to the flagship's draught the Commander-in-Chief temporarily hoisted his flag in "Invincible." All ships were cleared for action with topgallant masts struck and bowsprits rigged in. By 7.10 A.M. the entire fleet was engaged, and such forts as could bring their guns to bear replied with vigour. By 5 P.M. all guns ashore had been silenced and the fleet ceased bombarding at 5.30

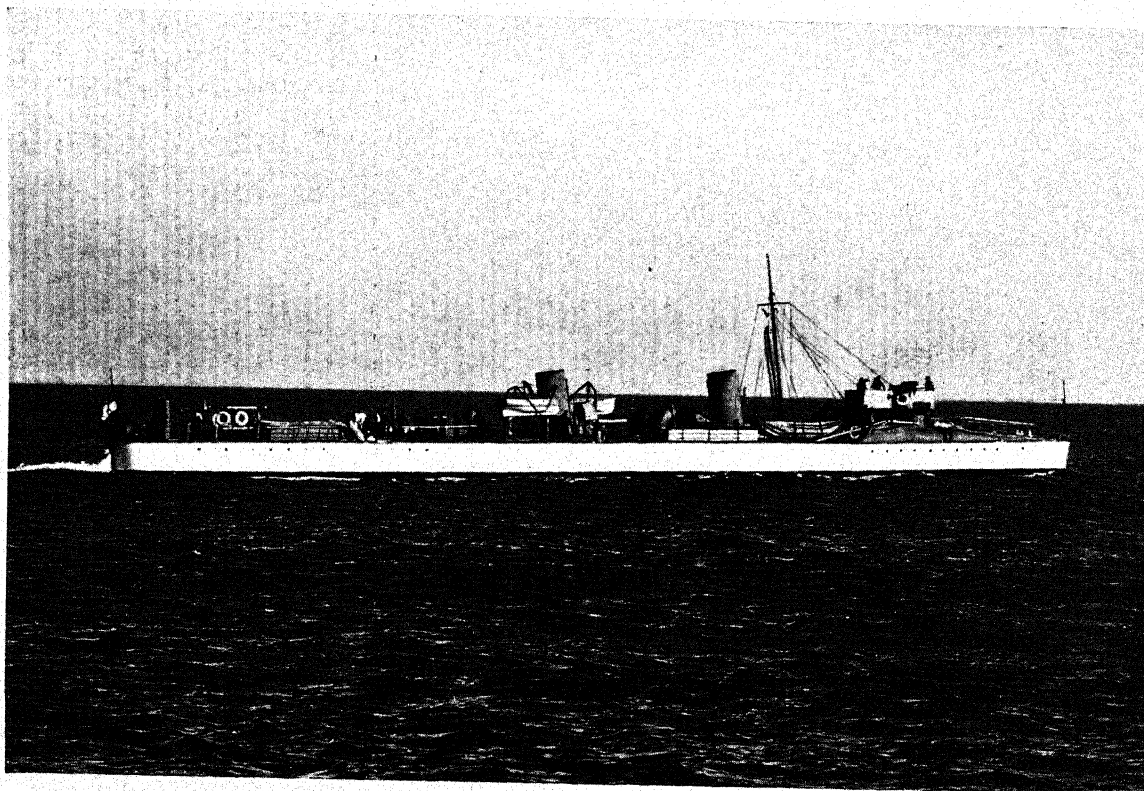
P.M. The British casualties were 5 killed and 28 wounded. The Egyptian loss has never been properly ascertained, but it is believed to have been about 150 killed and 400 wounded, out of the two thousand men engaged in the forts. The "Cygnet" also assisted the "Condor" in the attack on Fort Marabout, anchoring so close in that the enemy's guns could not be



By a Maltese Artist.

Captain Lewis F. Blackburn, R.N.

THE BOMBARDMENT OF ALEXANDRIA.



THE SIXTEENTH "CYGNET."

From the photograph by Richard Ellis.

sufficiently depressed to reach her. The Governor refused to surrender when summoned, but on the following day the Egyptians fled, and Alexandria was occupied and policed by the British.

In 1885 the "Cygnet," commanded by Lieutenant Alexander Gardiner, took part in the Egyptian campaign and assisted in the defence of Suakin from the Mahdists.

In 1889 the "Cygnet" was sold.

The sixteenth "CYGNET" is a twin-screw torpedo-boat destroyer, launched at Thornycrofts' Yard in 1898. She is of 335 tons, 5800 horse-power, and 30 knots speed. Her length, beam, and draught are 210 ft., 19 ft., and 7 ft.

CYNTHIA

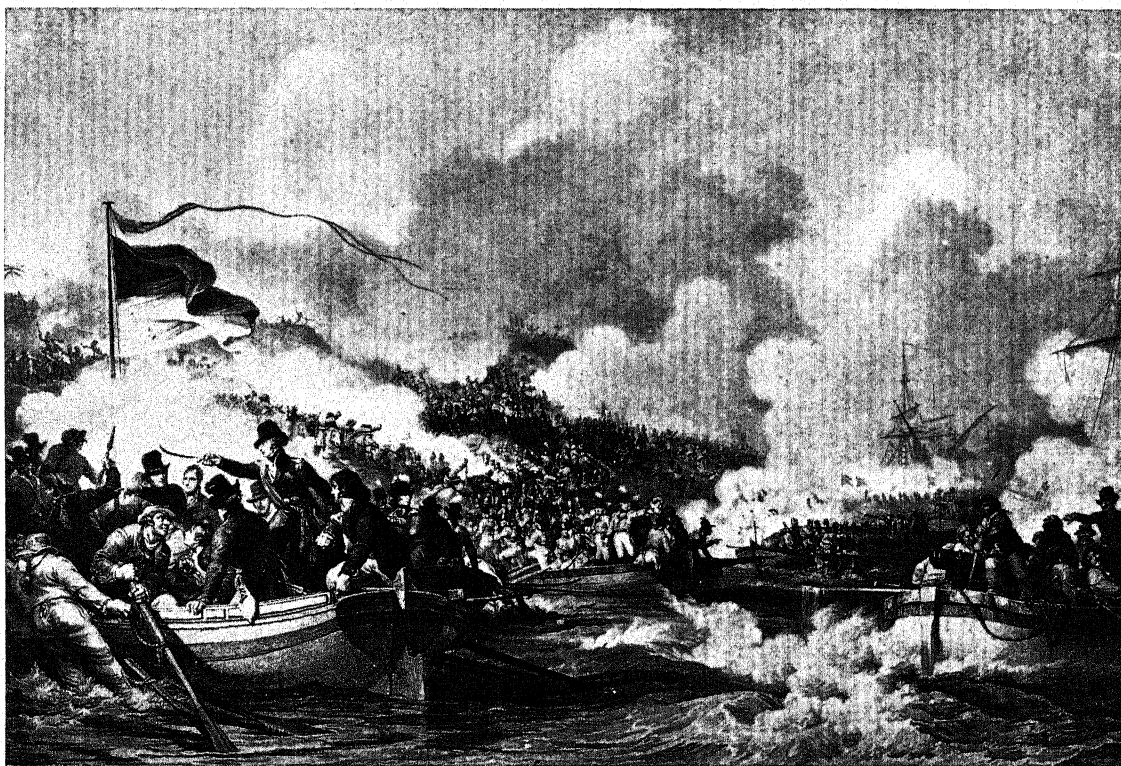
The Wars of the French Revolution and Empire—
Pelléw's operations in Quiberon Bay 1800

Warren's expedition to Ferrol 1800
Lord Keith's expulsion of the French from Egypt . . 1801



CYNTHIA.—A name of the goddess Diana, derived from Mount Cynthos in the Island of Delos, her birthplace.

The first "CYNTHIA" was a 16-gun sloop, launched in 1796 on the river Thames. She was of 410 tons and carried a crew of 121 men. Her length, beam, and draught were 113 ft., 29 ft., and 7 ft.



After P. J. de Loutherbourg, R.A. Engraved by L. Schiavonetti.

British Museum

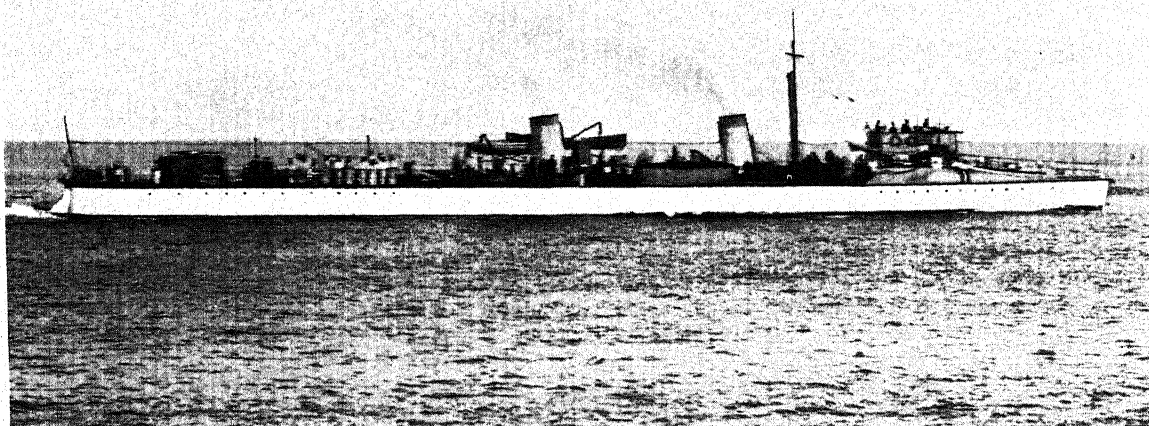
KEITH'S EXPULSION OF THE FRENCH FROM EGYPT.

THE KING'S SHIPS

CYNTHIA

In 1800 the "Cynthia," commanded by Commander Micajah Malbon, was in a fleet of 18 vessels, commanded by Captain Sir Edward Pellew in the "Impétueux." This fleet was directed to co-operate with the insurgent French Royalists, and with that object it anchored in Quiberon Bay on June 2nd. On the 4th the "Cynthia" and one other ship attacked and silenced some forts which were afterwards destroyed by a landing party, the "Cynthia" losing 2 killed and 1 wounded. On the 6th a body of troops acting with the manned and armed boats of the fleet burned a French 18-gun sloop, carried off several small craft, and about 100 prisoners, destroyed some guns, and blew up a magazine, only one British seaman being killed.

In 1800 the "Cynthia," commanded by Captain Micajah Malbon, was in a squadron of 11 vessels commanded by Rear-Admiral Sir J. B. Warren with his flag in "Renown." This squadron was detached from the Channel fleet against six Spanish ships of the line which lay



THE FOURTH "CYNTHIA."

From the photograph by Richard Ellis.

at Ferrol. Some small craft and transports with troops accompanied the ships. On August 25th they arrived at Playa de Dominos, and after the "Cynthia" and others had silenced the fort the troops, 16 field-guns, and a detachment of seamen landed and drove back the enemy. On the following day the British made themselves masters of the heights overlooking the town and harbour. But the General, deterred by the strength of the enemy and of the defences, re-embarked his men and abandoned the attack. Subsequently the "Cynthia" proceeded in a fleet under Vice-Admiral Lord Keith to attack Cadiz, but when it was discovered that the plague was raging in the town the attempt was abandoned.

In 1801 the "Cynthia," commanded by Commander John Dick, was in a combined British and Turkish fleet of 52 ships in all, commanded by Admiral Lord Keith with his flag in "Foudroyant." Transports carrying 16,150 troops under General Sir Ralph Abercromby accompanied the expedition, which arrived at Aboukir Bay on March 2nd. The troops were landed in face of the French fire, and 1000 seamen were put ashore to assist them. The beach was seized and the enemy driven back. In the preliminary operations the Naval Brigade lost 22 killed and 70 wounded. The small vessels of the fleet manœuvred in Lake Aboukir and assisted the military, subsequently proceeding up the Nile and doing valuable service. In the subsequent operations the French capitulated and were expelled from Egypt, being conveyed

to France at the expense of Great Britain. Five ships in the inner harbour of Alexandria were captured, two of which were brought into the English Navy.

In 1809 the "Cynthia" was broken up at Chatham.

The second "CYNTHIA" was a 6-gun brig sloop, launched at Falmouth in 1821, and purchased for use as a packet vessel in 1826. She was of 232 tons and carried a crew of 28 men. Her length, beam, and draught were 87 ft., 25 ft., and 10 ft.

On June 6th, 1827, the "Cynthia," while commanded by Lieutenant John White, was wrecked and lost off Barbados.

The third "CYNTHIA" was a 9-gun screw sloop of 669 tons laid down at Devonport in 1861.

Before the work had proceeded very far the Admiralty ordered it to cease.

The fourth "CYNTHIA" is a twin-screw torpedo-boat destroyer, launched at Thornycrofts' Yard in 1898. She is of 355 tons, 5800 horse-power, and 30 knots speed. Her length, beam, and draught are 210 ft., 19 ft., and 7 ft.

THE SERVICES OF THOSE ANCIENT WAR VESSELS WHOSE NAMES BEGIN WITH

“C”

The name is followed by the date of its first use or launching date.

If the word “French,” “Danish,” etc., appears, it indicates that the first ship of that name was a prize taken from the nation denoted in the year shown. These foreign names have often been continued in new English ships right down to the present day, generally as a compliment to the gallantry of the men in the original ship at the time of capture.

Variations of the name follow, and their services are included.

Similar names are cross-referenced, but their achievements are shown separately.

E.I.C. = Honourable East India Company; H. and A. = Hired and Armed; B.M. = Bombay Marine; I.N. = Indian Navy; R.I.M. = Royal Indian Marine. These initials in the war record respectively indicate that a ship of one of the above services, and of the same name as the Naval ship under which it appears, took part in the particular service described.

Cabot, 1777 (American)—
The defence of Jersey 1779
The Doggersbank Fight 1781

Cacafurgo, 1579 (Spanish)

Cadiz Merchant, 1688. See also Merchant, Merchant Royal, Merchant's Hope, etc.—
The battle off Beachy Head 1690
The battle off Barfleur 1692
Expended at Barfleur 1692

Cagway, 1658 (foreign prize)

Ca Ira, 1795 (French)—
Accidentally burnt in San Fiorenzi Bay 1796

Calabash, 1680 (Algerine)—
Operations in the Mediterranean . . . 1680
Action with Algerine “Golden Horse” 1681

Calais, 1809 (Netherlands)

Caleutta, 1759 (E.I.C.)—
The defence of Chinsura on the Ganges 1759
The blockade of Cadiz 1798
The capture of Minorca 1798
Action with French “Armide” 1805
Action with French “Magnanime” . . 1805
Action with Allemand's squadron off Scilly 1805

Captured by the French 1805
Various affairs in China 1856-8
The capture of Canton 1856
The capture and occupation of Dutch Folly Fort 1856
The capture of French Folly and Bogue Forts 1856
The battle of Fatshan Creek 1857
The bombardment and capture of Canton 1858
The bombardment and capture of Taku Forts 1858

Caledon, 1810

Caledonia, 1808—

Gambier's operations in Basque Roads 1809
Boat operations in Basque Roads . . 1810
Operations on Lake Ontario 1812
Operations on Lake Erie 1812
The battle of Lake Erie 1813
The blockade of Toulon 1813
Boat operations at Cassis 1813
Minor actions with French off Toulon 1813-14

California, 1745—

Attempted discovery of North-West Passage 1745-7

THE KING'S SHIPS

Call, 1652 (foreign prize)

Calliope, 1808—

- Captured French "Comtesse d'Ham-
bourg" 1810
- The honour of the flag in River Plate . . 1839
- Various operations in China 1841-2
- The New Zealand war 1845-6
- Escaped from violent hurricane at
Samoa 1889

Calpe, 1800 (Spanish)

Cambridge, 1666—

- Holmes's action with Smyrna convoy . . 1672
- Action with Dutch East India fleet . . 1672
- The battle of Solebay 1672
- The battle off Bantry Bay 1689
- The battle off Beachy Head 1690
- The battles off Barfleur and La Hogue . 1692
- Wrecked off Gibraltar 1694
- Rooke's expedition to Cadiz 1702
- Destruction of Franco-Spaniards off Vigo . 1702
- The battle off Velez Malaga 1704
- The battle off Toulon 1744
- The attack on Martinique 1759
- The capture of Guadeloupe 1759
- The Havana expedition 1762
- The bombardment of Moro 1762
- Operations on coast of Syria 1840

Camden, 1801. See also **Earl of Camden**

Camel, 1776—

- Action with American "Raleigh" . . . 1777
- Minor affair with a Dutch convoy . . . 1779
- Lord Hood's occupation and operations
at Toulon 1793
- The blockade of the Tagus 1796
- Action with French "Preneuse" 1799
- The capture of Kinburn 1855

Camilla, 1776—

- Operations in River Penobscot 1779
- The capture of Charleston 1780
- Assisted to capture French "Faune" . . . 1805
- The capture of Désirade 1808
- Foundered on the China station 1861

Campadora, 1850 (slaver)

Campbell, 1801

Camperdown, 1797—

- Operations against French (hired) . . . 1798
- Accidental collision with H.M.S. "Vic-
toria" 1893
- Minor affairs at Crete 1898

Camphaan, 1799

Canada, 1765—

- Captured Spanish "Santa Leocadia" . . 1781
- Hood's action with De Grasse off St. Kitts . 1782
- The battle of Dominica 1782
- Dismasted the French "Glorieux" . . . 1782
- Action with French "Hector" 1782
- Action with French "Ville de Paris" . . 1782
- Gallant defence of a convoy 1794
- Warren's action with Bompert 1798
- Engaged French "Charente" 1798

Lord Keith's operations in the Mediter-
ranean 1799

- The blockade of Brest 1800
- Pellew's operations in Quiberon Bay . . 1800
- Operations against French (hired) . . . 1803, etc.
- The Fenian disturbances in Canada . . . 1865-7

H.R.H. Prince George of Wales, now H.M. King George V., served in a ship of this name as a Midshipman, from 1st September 1882 to 2nd June 1884, and as an Acting Sub-Lieutenant from 3rd June 1884 to 18th August 1884.

Cançeau, 1764. See also **William Cançeau**

Canning (Indian Naval name), 1884. See also **Earl Canning**

Cannonier, 1811 (French)

Cannonière, 1810 (French)

Canso, 1813

Cantabro, 1800 (Spanish)

Canterbury, 1693—

- Operations at Martinique 1693
- Operations in Newfoundland 1693
- Assisted to capture a French merchantman . 1696
- Wrecked at Bristol 1703
- The battle off Passaro 1718
- The capture of Port Louis, Hispaniola . . 1748
- Knowles's action off Havana 1748

Capelin, 1807—

- The blockade of the French coast . . . 1808
- Actions with French invasion flotilla . . 1808
- The blockade of Brest 1808
- Foundered off Brest 1808

Capitana de Assoges, 1702 (Spanish)—

- Destroyed after capture 1702

Capricieuse, 1800 (French)

Captain, 1678—

- The battle off Beachy Head 1690
- The battles off Barfleur and La Hogue . 1692
- The battle off Passaro 1718
- Assisted to capture Spanish "Principe de
Asturias" 1718
- Mostyn's affair off Ushant 1745
- Captured French "Mars" 1745
- Operations in West Indies against French
convoys, etc. 1747
- Byng's action off Minorca 1756
- The blockade of Louisbourg 1758
- Captured French "Foudroyant" 1758
- The capture of Cape Breton Island, etc. . 1758
- The capture of Quebec 1759
- Lord Hood's operations at Toulon . . . 1793
- Assisted to capture French "Modeste" . . 1793
- Captured French "Impérieuse" 1793
- Hotham's action off Genoa 1795
- Action with French "Censeur" 1795
- Action with French "Ça Ira" 1795
- Hotham's action off Hyères 1795
- The blockade of Leghorn 1796
- Nelson's operations at Bastia 1796
- Nelson's operations at Porto Ferraio . . 1796

THE KING'S SHIPS

- The battle of St. Vincent . . . 1797
 Captured Spanish "San Nicolas" . . . 1797
 Captured Spanish "San Josef" . . . 1797
 Assisted to capture French "Junon" . . . 1799
 Assisted to capture French "Alceste" . . . 1799
 Assisted to capture French "Courageux" . . . 1799
 Assisted to capture French "Salamine" . . . 1799
 Assisted to capture French "Alerte" . . . 1799
 The blockade of Brest . . . 1800
 Pellew's operations at Quiberon . . . 1800
 Warren's expedition to Ferrol . . . 1800
 The blockade of Brest . . . 1805
 Gambier's operations at Copenhagen . . . 1807
 The capture of Madeira . . . 1807
 The capture of Martinique . . . 1809
 Accidentally burnt in the Hamoaze . . . 1813
 Capsized off Finisterre in a fierce squall . . . 1870
- Captivity, 1772**
Caradoc, 1847—
 The Russian war . . . 1854-5
 Operations off the Crimea . . . 1854
 Operations in the Sea of Azof . . . 1855
 The capture of Kertch . . . 1855
- Carcase, 1695, Carkass, Carcass—**
 The bombardment of St. Malo . . . 1695
 The bombardment of Granville . . . 1695
 Operations at Naples . . . 1742
 The bombardment of Le Havre . . . 1759
 Arctic exploration . . . 1773
 Howe's affair with D'Estaing off New York . . . 1778
 Operations on the American seaboard . . . 1778
- Cardiff, 1653**
Cardinal, 1226 (Portuguese)
Caridad Perfecta, 1805 (Spanish)
Carleton, 1776—
 The Lake campaign . . . 1776
 Action with American flotilla off Valcour . . . 1776
- Carlisle, 1692—**
 The suppression of the Barbary corsairs . . . 1694
 Assisted to capture French "Trident" . . . 1695
 Assisted to capture French "Content" . . . 1695
 Accidentally blown up in the Downs . . . 1700
- Carlotta, 1810 (French)**
Carmagnole, 1794 (French)
Carmen, 1800 (Spanish). See also N. S. del Carmen, Virgin del Carmen
Carmen del Rosario, 1807 (Spanish). See also N. S. del Rosario, Rosario, etc.
Carnatic, 1779—
 Various operations against French . . . 1798
- Carnation, 1807—**
 Operations in the West Indies . . . 1808
 Action with French "Palinure" . . . 1808
 Captured by the French . . . 1808
 Boat operations at Fayal . . . 1814
 Assisted to destroy American privateer "General Armstrong" . . . 1814
- Carolina, 1700. See also Bella Carolina, Joven Carolina, Prinses Carolina, South Carolina, etc.**
Caroline, 1793 (French). See also Princess Caroline, Prindesse Caroline, Royal Caroline, etc.—
 Destroyed after capture at Toulon . . . 1793
 Captured French "Pandore" . . . 1795
 Lost in the East Indies . . . 1798
 Captured Dutch "Haasje" . . . 1803
 Captured Dutch "Zeerob" . . . 1806
 Captured Dutch "Maria Reijgersbergen" . . . 1806
 The expedition to Griesse . . . 1807
 Operations in Persian Gulf . . . 1809
 The capture of Banda Neira . . . 1810
 The capture of Java . . . 1811
- Carolus Quintus, 1665 (Netherlands)—**
 The defence of the Medway . . . 1667
- Carouse, 1588 (armed merchantman)—**
 The campaign of the Spanish Armada . . . 1588
- Carrère, 1801 (French)**
Carrier, 1801—
 The blockade of the French coast . . . 1809
 Wrecked on the coast of France . . . 1809
- Carron, 1804 (E.I.C.)—**
 Dance's action with Linois (E.I.C.) . . . 1804
 The attack on Mobile Point . . . 1814
 Wrecked on the coast of India . . . 1820
 The expedition to the Baltic . . . 1855
 The bombardment of Sveaborg . . . 1855
- Cartaret, 1800 (hired)—**
 The blockade of the French coast . . . 1803
 Minor affairs with French invasion flotilla . . . 1803
- Carthagénoise, 1800 (French)**
Carvel of Ewe, 1485?
Carysfort, 1767—
 Recaptured British "Castor" from French . . . 1794
 Captured French "Alerte" . . . 1796
 Assisted to capture French "Lutine" . . . 1806
 Operations on the coast of Syria . . . 1840
 Operations at D'Jounie Bay and Jebel . . . 1840
 The capture of Batrûn . . . 1840
 The bombardment of St. Jean D'Acre . . . 1840
 The seizure of the Suez Canal . . . 1882
 The battle of Tel-el-Kebir . . . 1882
 The battle of El Teb . . . 1884
 The actions at Hasheen and Tofrik . . . 1885
 The defence of Suakin . . . 1885
- Cassandra, 1782—**
 The blockade of the French coast . . . 1807
 Minor affairs with French invasion flotilla . . . 1807
 Foundered off Bordeaux . . . 1807
- Cassius, 1847**
Castilian, 1808—
 The blockade of the French coast . . . 1811-12
 Various operations against invasion flotilla . . . 1811-12
 Action off Boulogne . . . 1811
 Action off Dungeness . . . 1811

THE KING'S SHIPS

- Recaptured British "Apelles" from French 1812
 Minor action with American "Wasp" 1814
- Castle of Masterland, 1694, Castle.** See also **Ludlow Castle, Dumbarton Castle, Lumley Castle, St. Philip's Castle, Southsea Castle, Stirling Castle, Windsor Castle, Balmoral Castle, Berkeley Castle, Conway Castle, Deal Castle, etc.**
- Castlereagh, 1818.** See also **Lord Castlereagh**
- Castor, 1747 (French)—**
 Action with French "Friponne" 1781
 Captured by the French 1781
 Lord Hood's occupation and operations at Toulon 1793
 Action with French "Patriote" 1794
 Captured by the French 1794
 Various operations in the Mediterranean 1795
 Boat affair at Martinique 1808
 Action with French "d'Hautpoult" 1809
 Operations off Désirade 1809
 The blockade of the Dutch coast 1832
 Operations at San Sebastian and Bilboa 1837
 The Syrian operations 1840
 The capture of Tsour 1840
 The bombardment of St. Jean D'Acre 1840
 The first New Zealand war 1845
 The Kaffir war 1850-2
- Cat, 1654**
- Catarina, 1706 (Spanish)**
- Catherine, 1674, Katherine, Catherine Fortune, Catherine Galley.** See also **Dorothea Catherine, Little Catherine, etc.**
- Cato, 1782—**
 Foundered on way to East Indies 1783
- Caton, 1782 (French)**
- Causse, 1801 (French)**
- Cautela, 1807 (Spanish)**
- Cecilia, 1805 (hired and armed)—**
 Operations against French 1805, etc.
- Celebes, 1806**
- Celerity, 1878 (Indian Naval name)**
- Censeur, 1795 (French)—**
 Action with French off St. Vincent 1795
 Captured by the French 1795
- Censor, 1801**
- Centaur, 1746, Centaure—**
 Captured French "Ste. Anne" 1761
 Operations in the West Indies 1761
 The Havana expedition 1762
 Keppel's action with D'Orvilliers off Ushant 1778
 The right of search 1779
 The affair with Van Bylandt 1779
 Hood's action with De Grasse 1781
 Graves's action off the Chesapeake 1781
- Hood's action with De Grasse off St. Kitts 1782
 The battle of Dominica 1782
 Captured French "César" 1782
 Waterlogged and foundered in West Indies 1782
 Destroyed after capture at Toulon 1793
 The blockade of Cadiz 1798
 The capture of Minorca 1798
 Operations off Toulon 1799
 Assisted to destroy French "Guadeloupe" 1799
 Captured islands of St. Lucia and Tobago 1803
 Captured islands of Demerara and Berbice 1803
 Captured island of Essequibo 1803
 The capture of Surinam 1804
 The seizure of Diamond Rock 1804
 Captured French "Curieux" 1804
 Boat operations in River Gironde 1806
 Assisted to capture French "César" 1806
 Assisted to capture French "Armide" 1806
 Assisted to capture French "Gloire" 1806
 Assisted to capture French "Minerve" 1806
 Assisted to capture French "Infatigable" 1806
 Gambier's operations at Copenhagen 1807
 The capture of Madeira 1807
 Operations in the Baltic 1808
 Captured Russian "Sewolod" 1808
 Minor operations in River Gironde 1814
 Minor operations in River Seba 1849
 The Baltic expedition 1855
 Operations off Cronstadt 1855
 Operations against Chinese rebels 1861-2
- Cephalus, 1807—**
 Captured French convoy at Porto del Infreschi 1811
- Cerbère, 1800 (French)—**
 Wrecked on Berry Head 1804
- Cerberus, 1758—**
 The Havana expedition 1762
 Various operations on American coast 1778
 Burnt and abandoned at Rhode Island 1778
 Captured Spanish "Grana" 1781
 Wrecked near Bermuda 1783
 Assisted to capture French "Jean Bart" 1795
 Captured French "Epervier" 1797
 Attacked six Spanish ships 1799
 The blockade of the French coast 1803, etc.
 Actions with French invasion flotilla 1803
 The bombardment of Granville 1803
 Captured French "Chameau" 1804
 Boat operations at Martinique 1807
 The capture of Marie Galante 1808
 The capture of Désirade 1808
 Operations in the Baltic 1809
 Boat operations at Frederikshamm 1809
 Boat operations at Grado 1810
 Boat operations at Pescaro 1811
 Boat operations at Ortona 1811
 Hoste's action off Lissa 1811
 Assisted to destroy French 1811
 Assisted to capture Venetian "Corona" 1811
 Assisted to capture Venetian "Bellona" 1811
 Operations off Corfu 1813

THE KING'S SHIPS

- Destroyed a French ship off Brindisi . . . 1813
 Boat attack off Otranto . . . 1813
 Captured French "Vélocé" . . . 1813
- Ceres, 1777, Cérés—**
 Assisted to capture American "Alfred" . . . 1778
 Action with French "Iphigénie" . . . 1778
 Captured by and recaptured from French . . . 1782
 The capture of Martinique, Guadeloupe,
 St. Lucia, etc. . . . 1794
 The attack on San Domingo . . . 1796
 Various operations against French. 1801, etc.
- Cerf, 1756 (French)**
- Cerf Volant, 1697 (French)**
- Cerus, 1842**
- Ceylon, 1805—**
 Action with French off Mayotte . . . 1810
 Action with French "Vénus" . . . 1810
 Action with French "Victor" . . . 1810
 The capture of Mauritius . . . 1811
- Chaleur, 1764**
- Chalnour, 1782 (French)**
- Chameleon, 1777, Cameleon—**
 Lost in West Indian hurricane . . . 1780
 Destroyed a Dutch 18-gun vessel . . . 1781
 The blockade and capture of Savona, etc. . . 1800
 Lord Keith's expulsion of the French
 from Egypt 1801
 Captured Algerine "Tripoli" . . . 1824
 Destruction of Greek pirates at Grabusa . . 1828
 Run down off Dover and lost . . . 1834
- Chameau, 1804 (French)**
- Chamois, 1896—**
 Foundered off Cape Patras in the
 Mediterranean 1904
- Champenoite, 1809 (French)**
- Champlain, 1824**
- Chance, 1588 (armed merchantman)—**
 The campaign of the Spanish Armada . . . 1588
 Operations in the West Indies . . . 1800
 Foundered in the West Indies . . . 1800
 Captured Spanish "Amiable Maria"
 (privateer) 1801
 Captured Spanish "Limeno" . . . 1801
 Operations against French (hired) . . . 1804, etc.
- Chancewell, 1597 (armed vessel)—**
 Action with French ships . . . 1597
 Wrecked on Cape Breton Island . . . 1597
- Chanticleer, 1808—**
 Action with three Danish ships . . . 1811
 Magnetic observations in West Indies . . 1831
- Chapman, 1793 (hired)**
- Charente, 1804 (French)—**
 Destroyed after capture 1804
- Chariot Royal, 1756 (French). See also Royal, etc.**
- Charity, 1242, Little Charity. See also Great Charity—**
 The battle off Lowestoft 1665
- Heavy action with three Dutch ships . . . 1665
 Captured by the Dutch 1665
- Charlemagne, 1813 (French)**
- Charles, 1586, Charles Galley. See also Royal
 Charles, Loyal Charles, Lucien Charles, etc.—**
 The campaign of the Spanish Armada . . . 1588
 Action with a Portuguese ship . . . 1616
 Fox's Hudson Bay exploration . . . 1631
 "Fox His Furthest" 1631
 The ship money fleets 1636-7
 Various actions against Parliamentary
 fleet 1649
 Captured by the Royalists 1649
 Wrecked 1650
 Captured an Algerine man-of-war . . . 1677
 The battle off Beachy Head 1690
 The capture of Cork 1690
 The battles off Barfleur and La Hogue . . 1692
 Action with French privateers . . . 1692
 Recaptured British "Tiger" from
 French 1692
 The attacks upon Brest and Dunkirk . . . 1694
 Operations off Le Havre 1695
 The battle of Velez Malaga 1704
 Various operations in the Mediterranean . . 1711
 The battle off Passaro 1718
 The defence of Danzig 1807
 Operations on Danish coast 1807
 Sunk in action 1807
 Operations against French (hired) . . . 1814, etc.
- Charles and Henry, 1688. See also Henry, etc.**
 Lost 1689
- Charleston, 1780 (American)—**
 Assisted to capture American "Atalanta" . . 1781
 The defence of a convoy 1781
- Charlotte, 1677. See also Lady Charlotte, Princess
 Charlotte, Queen Charlotte, Royal Charlotte, etc.—**
 Famous court-martial on Admiral
 Knowles 1749
 Operations against French (hired) . . . 1793
 Action with French off Cape François . . 1799
 Captured by the French 1799
 Retaken from the French 1799
 The first Australian colonists (transport) . 1799
 Dance's action with Linois (Indian vessel) . 1804
- Charlotte Amalie, 1801 (Danish)**
- Charlton, 1808 ? (E.I.C.)—**
 Action with the French 1809
 Captured by the French 1809
 Retaken from the French 1811
- Charming Jenny, 1739**
- Charming Molly, 1795 (hired). See also Molly—**
 Operations on the French coast 1800
 Foundered 1801
- Charon, 1779—**
 The capture of Omoa 1779
 Assisted to capture French "Comte
 d'Artois" 1780
 The bombardment and operations at
 Yorktown 1781

THE KING'S SHIPS

- Burnt to avoid capture in the Chesapeake 1781
 The Glorious First of June (Hospital ship) 1794
 Bridport's action off Isle Groix (Hospital ship) 1795
 Operations at Genoa 1800
 Lord Keith's expulsion of the French from Egypt 1801
- Chaser, 1781 ?—**
 Action with French "Bellone" 1782
 Captured by the French 1782
- Chasseur, 1783 (French)**
- Cheerly, 1804**
- Chéri, 1798**
- Cheriton, 1656**
- Cherokee, 1778—**
 Operations on the French coast 1809
 Captured French "Aimable Nelly" 1810
- Cherub, 1807—**
 The capture of Martinique 1809
 Assisted to capture American "Essex" 1814
 The Fenian rising in Canada 1865-7
- Chesapeake, 1813 (American)—**
 Operations in China 1857-61
 The attack on the Peiho Forts 1859
 The capture of the Taku Forts 1859
- Chester, 1690—**
 The battles off Barfleur and La Hogue 1692
 Wheler's operations in the West Indies 1693
 Destroyed a French privateer 1694
 Edward's action off the Lizard 1707
 Captured by the French 1707
 Captured French "Gloire" 1709
 Operations in the Bay of Fundy 1710
 The capture of Annapolis 1710
 Vernon's operations in Cuba 1741
 Assisted to capture French "Elephant" 1745
 Fox's capture of De la Motte's convoy 1747
 The blockade of Pondicherry 1748
 The right of search 1762
- Chesterfield, 1745. See also Lord Chesterfield—**
 Mutinied off Cape Coast Castle 1748
 Retaken from mutineers 1748
 Byng's action off Minorca 1756
 Lost in the old Strait of Bahama 1762
- Chestnut, 1656**
- Chevrette, 1801 (French)**
- Chichester, 1694. See also Countess of Chichester—**
 Rooke's expedition to Cadiz 1702
 Vernon's operations at Cartagena 1741
 The battle off Toulon 1744
 Hawke's action with De Conflans in Quiberon Bay 1759
 The expedition to Belle Isle 1761
 Assisted to capture French "Sirène" 1794
 The capture of St. Lucia and Tobago 1803
- The capture of Demerara, Essequibo, and Berbice 1803
 Wrecked off Madras 1811
- Chiffonne, 1801 (French)—**
 Actions with French invasion flotilla 1804-5
 The blockade of the French coast 1804-5
 Various operations in the Persian Gulf 1809
- Chiffonnée, 1803 (French)**
- Childers, 1778—**
 Minor affair at Brest 1793
 Captured French "Vigilante" 1795
 Assisted to capture French "Etna" 1796
 Assisted to capture French "Aventurière" 1798
 The blockade of Cadiz 1799
 Operations on the Norwegian coast 1808
 Action with Danish "Lugum" 1808
 The attack on Mobile Point 1815
 The blockade of the Dutch coast 1832
 The operations in China 1839-42
- Child's Play, 1706. See also Play Prize—**
 Foundered in West Indian hurricane 1707
- Chippeway, 1812—**
 The battle of Lake Erie 1813
 Captured by the Americans 1813
- Chivaler, 1299 ? (Cinque Port Fleet)—**
 The war with Scotland 1299-1300
- Cholmondeley, 1763**
- Christ, 1512**
- Christina, 1299 ? (Cinque Port Fleet)—**
 The war with Scotland 1299-1300
- Christian VII., 1807 (Danish)**
- Christianborg, 1809 (Danish)**
- Christiania, 1809 (Danish)**
- Christiansund, 1807 (Danish)**
- Christopher, 1337, Christopher of the Tower. See also Anne and Christopher, Great Christopher, St. Christopher, etc.—**
 Action with French and Genoese 1338
 Captured by French and Genoese and subsequently recaptured 1338
 The battle of Sluis 1340
 Operations against Scotland 1496
 A part of Drake's circumnavigation 1578
 Wrecked in the River Plate 1578
 The campaign of the Spanish Armada 1588
- Christopher Davy, 1512**
- Christopher Spayne, 1417. See also Holigost Spayne, Marie Spayne, etc.**
- Christopher of Westminster, 1314—**
 The war with Scotland 1314
- Christopher of Yarmouth, 1314—**
 The war with Scotland 1314
- Chub, 1808, Chubb—**
 Capsized off Halifax 1812
 Minor affairs on Lake Champlain 1813

THE KING'S SHIPS

- The battle of Lake Champlain . . . 1814
 Captured by the Americans . . . 1814
 Minor part in the New Zealand war . . 1863
- Chunar**, 1857 (armed vessel)—
 The Indian Mutiny 1857
- Church**, 1653
- Cinque Ports**, 1703 (exploration vessel)—
 Dampier's voyage of exploration . . 1703-4
 Wrecked and lost 1704
- Circassian**, 1854—
 The Russian war 1854
 The bombardment of Sebastopol . . . 1854
- Citoyenne Française**, 1793 (French)
- Clara**, 1804 (Spanish). See also **Dona de Clara**, **St. Clara**, etc.
- Clarence**, 1812. See also **Duke of Clarence**, **Duke Clarence**
- Claudia**, 1809—
 Wrecked off Norway 1809
- Claudius Seurlis**, 1810 (Netherlands)
- Cleen Harderwijk**, 1666 (Netherlands)
- Cleopatra**, 1780, **Cléopâtre**—
 The Doggerbank Fight 1781
 Captured French "Aurore" 1796
 Assisted to capture a Spanish gunboat . 1801
 Action with French "Ville de Milan" . 1805
 Captured by the French 1805
 Recaptured from the French 1805
 Assisted to capture French "Topaze" . 1809
 The capture of Martinique 1809
 Captured Spanish slaver "Segundo Rosario" 1841
 British intervention in Nicaragua . . 1894
 Succoured the Mosquito Indians . . . 1894
- Cleveland**, 1671—
 Operations against French (hired) . . 1803, etc.
 Gambier's operations in Basque Roads (transport) 1809
- Clinker**, 1797—
 The blockade of the French coast . . 1804-5
 Action with French invasion flotilla off Fécamp 1805
 Action with French invasion flotilla off Senneville 1805
 Foundered off Le Havre 1806
 Operations in the Sea of Azof 1855
 The capture of Kinburn 1855
- Clinton**, 1780
- Clive** (Indian Naval name). See also **Lord Clive**
- Clorinde**, 1803 (French)—
 The capture of Mauritius 1811
- Close**, 1770
- Cloud in the Sun**, 1546. See also **Sun**, **Rose in the Sun**, etc.
- Clove**, 1612 (E.I.C.)—
 Commercial relations with Japan . . 1612
- Clove Tree**, 1666. See also **Date Tree**, **Orange Tree**, etc.—
 The Four Days' Fight 1666
 Captured by the Dutch 1666
- Clover**, 1896
- Clown**, 1855—
 Operations in Peiho River 1859
 The capture of the Taku Forts 1859
- Cobra**, 1900—
 Foundered in the North Sea 1901
- Coburg**, 1799 (hired and armed). See also **Maréchal de Coburg**—
 Mitchell's operations in Nieuwe Diep . 1799
 Surrender of Dutch ships in River Vlieter 1799
- Cochin**, 1822
- Cock**, 1653. See also **Golden Cock**
- Cockatrice**, 1781
- Cockburn**, 1812
- Cockchafer**, 1795 (hired and armed)—
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 Foundered off Guernsey 1801
 The suppression of Chinese piracy . . 1860
 Operations in River Han 1869
- Colborne**, 1838 (Canadian)—
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- Colchester**, 1654—
 The right of the flag 1657
 Foundered 1704
 The Siege of Gibraltar 1727
 Wrecked on the Kentish Knock 1744
 Action with French "Aquilon" 1756
- Colibri**, 1808 (French)—
 Wrecked at Port Royal, Jamaica . . . 1813
- Colombe**, 1803 (French)
- Colombiano**, 1867 (seized at Cartagena)
- Colonel Dundas**, 1794 (hired)—
 Operations against French 1794, etc.
- Colpoys**, 1806 (hired and armed). See also **Sir John Colpoys**—
 Captured two Spanish luggers 1806
 Operations at Doëlan 1806
- Columbia**, 1827
- Columbine**, 1822, **Colombine**—
 Wrecked off Sapienza Island 1824
 Operations in China 1840-2
 The capture of Canton 1841
 The bombardment and capture of Amoy . 1841
 The capture of Tinghae and Chinhæ . . 1841
 The defence of Ningpo 1842
 The capture of Woosung and Chapoo . . 1842
 The Yang-tse-Kiang expedition 1842
 The occupation of Labuan 1847
 The suppression of Chinese piracy . . 1848-9
 The suppression of African slavery . . 1871-3
- Combatant**, 1804

THE KING'S SHIPS

- Combustion, 1782 ?—**
 Hughes's action with De Suffren off
 Providien 1782
 Hughes's action with De Suffren off
 Negapatam 1782
 Hughes's action with De Suffren off
 Trincomalee 1782
- Comet, 1695, Comète—**
 Action with French ships 1706
 Captured by the French 1706
 The bombardment of La Guayra 1743
 The Glorious First of June 1794
 Hotham's action off Hyères 1795
 Assisted to capture French "Desirée"
 at Dunkirk 1800
 Expended as a fireship 1800
 The capture of the Cape of Good Hope
 (E.I.C.) 1806
 Operations at Satander 1808
 Captured French "Sylphe" 1808
 First Naval steam vessel 1822
- Commerce, 1803 (hired)—**
 Operations against French 1803
- Commerce de Marseille, 1793 (French)**
- Commode, 1803 (French)**
- Compas, 1779 (French)**
- Comte d'Artois, 1780 (French). See also Artois**
- Comte de Gramont, 1756 (French). See also Gramont**
- Comte de Giralдин, 1712 (French)**
- Comte de Revelle, 1695 (French)**
- Comte de St. Florentine, 1759 (French)**
- Comte de Toulouse, 1703 (French). See also Conde de Toulouse**
- Comtesse d'Evreux, 1710 (French)**
- Comtesse d'Hambourg, 1810 (French)**
- Comtesse Laure, 1809 (French)**
- Comus, 1806—**
 Gambier's operations at Copenhagen 1807
 Captured Danish "Frederikskoarn" 1807
 Operations off Gran Canaria 1807
 Captured Spanish vessel at Las Palmas 1807
 Wrecked off Newfoundland 1816
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- Concepcion, 1745 (Spanish)**
- Conception, 1690 (French)**
- Conch, 1842 (hired vessel)—**
 The annexation of Natal 1842
- Concord, 1650 (prize from Cromwellians)—**
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- Concorde, 1697 (French)—**
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- Warren's action off the Channel Islands 1794
 Captured French "Engageante" 1794
 Warren's operations at Quiberon Bay 1795
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 Present at capture of French "Virginie" 1796
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- Conde de Chincan, 1744 (Spanish)**
- Conde de Toulouse, 1718 (Spanish). See also Comte de Toulouse**
- Condor, 1875—**
 Minor affair at Dulcigno 1881
 The bombardment of Alexandria 1882
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 The occupation of Alexandria 1882
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 The occupation of Suakin 1885
 Foundered in the Pacific 1901
- Confederacy, 1781 (American)**
- Confederate, 1781**
- Confiance, 1805 (French)—**
 The blockade of the Tagus 1807
 Captured Spanish "Reitrada" 1807
 Captured a French gunboat 1808
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 The capture of Cayenne 1809
 The battle of Lake Champlain 1814
 Captured by Americans 1814
 Wrecked off Mizzen Head 1822
- Confiante, 1798 (French)**
- Conflagration, 1780—**
 Lost in North American waters 1781
 Lord Hood's occupation and operations
 at Toulon 1793
 Burnt at Toulon to save repairs 1793
- Confounder, 1805**
- Congo, 1815—**
 Tuckey's African exploration 1815-6
- Connétable, 1705 (French)**
- Conquérant, 1798 (French)**
- Conquest, 1694 (armed merchantman)—**
 Action with a French ship 1694
 Abandoned and burned 1694
 Master of merchantman made Naval
 commander 1694
 The Vitu expedition 1890
- Conquistador, 1748 (Spanish)**
- Consent, 1598—**
 The Earl of Cumberland's expedition 1598
- Constance, 1598—**
 The Earl of Cumberland's expedition 1598
 Operations against French (hired) 1798
 Captured Spanish "Duides" 1801
 Lost off the Irish coast 1804
 Assisted to destroy French "Sala-
 mandre" 1806
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- Early experiments with compound engines 1806
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- Constant, 1801—**
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Operations by River Crache 1810
With Collier on the coast of Spain 1813
Assisted to destroy French "Flibustier" 1813
- Constant Reformation, or Reformation, 1619—**
Mansell's expedition to Algiers 1620
Wimbledon's expedition to Cadiz 1625
Crew declined to receive their Admiral 1648
Seceded from Parliamentary control 1648
Various actions with Parliamentary fleet 1648-51
Foundered in the Atlantic 1651
The first battle off the North Foreland 1653
- Constant Warwick, 1646. See also Warwick, Old Warwick, etc.—**
Seceded from Parliamentary control 1648
Seceded from Royalist control 1648
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Badiley's action off Elba 1652
Recaptured British "Phoenix" from Dutch 1652
Captured French "Royal James" 1654
Action with a Dutch privateer 1667
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The battle off Beachy Head 1690
Action with the French in the West Indies 1691
Captured by the French 1691
- Constitutie, 1799 (Netherlands)**
- Constitution, 1795 (French)—**
The capture of Minorca 1798
Engaged by two French cutters 1801
Captured by the French 1801
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- Content, 1586, Content Prize. See also Susan Content—**
Cavendish's voyage of exploration 1586-7
Foundered 1587
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Captured French "Foudroyant" 1696
The defence of Newfoundland 1696
- Contre-Amiral-Magon, 1804 (French)**
- Convention Nationale, 1793 (French). See also Courier Nationale**
- Convert, 1652. See also Loyal Convert—**
The first battle off the North Foreland. 1653
Hood's action with De Grasse off St. Kitts 1782
- Observed the battle of Dominica 1782
Wrecked on Grand Cayman 1794
- Convertine, 1616—**
Mansell's expedition to Algiers 1620
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The ship money fleets 1636-7
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Restored to Parliament by the Portuguese 1650
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The battle off Lowestoft 1665
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Captured by the Dutch 1666
- Convulsion, 1804**
- Conway, 1814—**
The blockade of the Dutch coast 1832
The blockade of the Canton River 1840
Various affairs in China 1840-41
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- Conway Castle, 1804 (hired). See also Castle, etc.—**
Operations against French 1804, etc.
- Coote, 1827 ? (E.I.C.)—**
The capture of Aden 1839
- Coquille, 1798 (French)—**
Burnt at Plymouth 1798
- Coreyre, 1798 (French)**
- Cordelia, 1808—**
The New Zealand war 1863
- Corio, 1863 (Colonial gunboat)—**
The New Zealand war 1863
- Cornelia, 1808—**
The capture of Mauritius 1810
The reduction of Java 1811
- Cornelian, 1655**
- Coromandel, 1795—**
The capture of Minorca 1798
The capture of Canton 1856
The capture of the Bogue Forts (Indian Navy) 1856
The Indian Mutiny (Indian Navy) 1857, etc.
The battle of Fatshan Creek (Indian Navy) 1857
The capture of the Taku Forts (Indian Navy) 1859
The occupation of Tientsin (Indian Navy) 1859
- Corona, 1811 (Venetian)**
- Coronation, 1667 (hired and armed)—**
Action with Franco-Dutch in the West Indies 1667
The occupation of Nevis 1667
The battle off Beachy Head 1690
Foundered off Ram Head 1691

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Corso, 1796 (Spanish)—
 Captured Spanish "Corvesse" . . . 1801
 Assisted to capture Spanish "Tigre" . . 1801

Cortez, 1800 (Spanish)

Corvesse, 1801 (Spanish)

Countess, 1212

Countess of Chichester, 1814. See also **Chichester**

Countess of Derby, 1897 (Sierra Leone Protectorate).
 See also **Derby**—
 The Sierra Leone rebellion . . . 1898

Countess of Elgin, 1804 (hired)—
 Operations against French . . . 1804, etc.

Countess of Scarborough, 1779 (hired and armed).
 See also **Scarborough**—
 The defence of a convoy . . . 1779
 Action with American "Pallas" . . . 1779
 Present at action between "Serapis"
 and "Bonhomme Richard" . . . 1779
 Captured by Americans . . . 1779

Courageuse, 1799 (French)

Courageux, 1761 (French)—
 Keppel's action with D'Orvilliers off
 Ushant . . . 1778
 The capture of a Dutch squadron . . . 1779
 Kempenfeldt's capture of Du Guichen's
 convoy . . . 1781
 Captured French "Minerve" . . . 1781
 Lord Hood's occupation and operations
 at Toulon . . . 1793
 The bombardment of Fornielli . . . 1793
 Hotham's action off Genoa . . . 1795
 Hotham's action off Hyères . . . 1795
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 Warren's expedition to Ferrol . . . 1800
 Calder's search for Ganteaume in the
 West Indies . . . 1801
 The capture of St. Lucia . . . 1803
 The captures of Demerara, Essequibo,
 and Berbice . . . 1803
 Strachan's action with Trafalgar
 stragglers . . . 1805

Coureur, 1807 (Danish)

Coureur, 1778 (French)—
 Action with Americans . . . 1780
 Captured by Americans . . . 1780

Coureuse, 1795 (French)

Courier, 1794 (French)—
 Operations against French (hired) . . 1798, etc.
 Recaptured British "Crash" from Dutch . 1799
 Assisted to destroy Dutch "Vengeance" . 1799

Courier de Nantes, 1803 (French)

Courier Nationale, 1795 (French). See also **Con-
 vention Nationale**

Courser, 1797

Coutts, 1800 (E.I.C.)—
 Dance's action with Linois . . . 1804

Cove, 1835

Coventry, 1658—
 The suppression of Moorish piracy . . 1698
 Action with Duguay Trouin . . . 1704
 Captured by the French . . . 1704
 Recaptured from the French . . . 1709
 Hawke's action with De Conflans in Qui-
 beron Bay . . . 1759
 Action with French "Palmier" . . . 1759
 Vernon's action with Tronjoly . . . 1778
 The blockade and capture of Pondicherry . 1778
 Assisted to capture French "Sartine" . 1778
 Action with French "Bellone" . . . 1782
 Captured by a French squadron . . . 1782

Cowper, 1860

Cracchere, 1417

Crache Feu, 1795 (French)

Cracker, 1797—
 Assisted to capture four Dutch gunboats . 1799
 The blockade of the French coast . . . 1805
 Actions with French invasion flotilla . . 1805
 Operations in the Sea of Azof . . . 1855
 The capture of Kinburn . . . 1855
 Operations in the River Bug . . . 1855

Crafty, 1807—
 Action with French privateers near
 Gibraltar . . . 1807
 Captured by the French . . . 1807

Crash, 1797—
 Popham's expedition to Ostend . . . 1797
 Captured by the Dutch . . . 1798
 Recaptured by the British . . . 1799
 Assisted to destroy Dutch "Vengeance" . 1799

Cremill, 1836

Créole, 1803 (French), **Creole**—
 Foundered in the Atlantic . . . 1804
 Action with French "Sultane" . . . 1814

Cretan, 1808

Cricket, 1808 (hired)—
 Operations against French (hired) . . 1808, etc.

Crocodile, 1781—
 Captured Spanish slaver "Mercedita" . . 1839
 The first Boer war (troopship) . . . 1881

Crocus, 1814

Cromer, 1867

Crow, 1652

Crown, 1660, **Crown Prize**. See also **Two Crowns**,
 etc.—
 The first battle off the North Foreland . 1653
 Action with Dutch ships . . . 1673
 The battles of Barfleur and La Hogue . . 1692
 Wrecked near Dartmouth . . . 1692
 Wrecked off the Tagus . . . 1719

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The capture of Quebec	1759	The expedition to Havana	1762
Operations against French	1801	Operations in war of American Independ- ence	1778-81
Crown Herring , ? 1690. See also Herring		Wrecked on Long Island	1781
Crowned White Eagle , 1676 (Algerine prize)—		The Glorious First of June	1794
Destroyed after capture	1676	Succoured the crew of French "Vengeur"	1794
Crozon , 1762 (French)		Hotham's action off Hyères	1795
Cruelle , 1800 (French)—		Chased French "Badine"	1795
Operations in the Mediterranean	1801	The battle of St. Vincent	1797
Lord Keith's expulsion of the French from Egypt	1801	Nelson's attack on Santa Cruz	1797
Cruizer , 1705, Cruiser —		Grounded and observed the battle of the Nile	1798
Lost at sea	1724	The blockade of Malta	1798-1800
The siege of Gibraltar	1727	With Nelson at Naples	1799
Burnt off South Carolina	1777	The bombardment of Alexandria	1799
Lord Nelson's operations at Copenhagen	1801	Recaptured British "Emilien" from French	1799
Assisted to capture French "Commode" and French "Inabordable"	1803	The blockade of Ferrol	1803
The blockade of the French coast	1804	Action with French "Duguay Trouin" and French "Guerrière"	1803
Actions with French invasion flotilla	1804	Operations in Dutch East Indies	1806
Drove ashore French "Ville d'Anvers"	1804	Destruction of Dutch squadron at Java	1807
Assisted to capture French "Colombe"	1804	Cupid , 1777—	
Captured French "Contre-Amiral- Magon"	1804	Foundered off Newfoundland	1778
Gambier's operations at Copenhagen	1807	Cupidon (French), 1811	
Action with twenty Danish gunboats	1808	Curaçoa , 1809—	
Captured Danish "Christianborg"	1809	Operations in the Mediterranean	1812
The capture and occupation of Aden	1839	The Russian war	1855
The blockade of the Canton River	1840	Operations in the Black Sea	1855
The capture of Tinghae	1840	The bombardment of Eupatoria	1855
The bombardment and occupation of Amoy	1841	The capture of Kinburn	1855
The capture of Chinhae	1841	The New Zealand war	1863
Capture of pirate stronghold at Malluda Bay	1841	The occupation of Merimeri	1863
The Baltic expedition	1855	The capture of Rangariri	1863
The bombardment of Sveaborg	1855	The attack on Gate Pah	1864
Operations in Gulf of Riga	1855	Operations in the New Hebrides	1865
Elgin's expedition up Yang-tse-Kiang	1858	The bombardment of Tanna and Erro- manga	1865
The attack on the Peiho Forts	1859	British protectorate over Gardner, Danger, and Nassau Islands	1892
The survey of the Gulf of Pechili	1859	Hoisted British flag over Ellice Islands	1892
Cuba , 1806—		Hoisted British flag over part of Solomon Islands	1892
The battle of Fatshan Creek	1857	British intervention at Samoa	1893
The bombardment and capture of Canton	1857	Curieuse , 1795 (French)	
Cuckoo , 1806—		Curieux , 1793 (French)—	
The blockade of Lorient	1808	Foundered after capture	1801
Action with French "Italienne" and "Sirène"	1808	Operations in the vicinity of Diamond Rock	1805
Wrecked off the Dutch coast	1810	Operations on the Spanish Main	1805
The Baltic expedition	1855	Captured French "Dame Ernouf"	1805
Operations in Gulf of Bothnia	1855	Brought news of Villeneuve returning from West Indies	1805
Cuervo , 1800 (Spanish)		Action with French "Revanche"	1807
Culloden , 1747—		Wrecked in West Indies	1809
Byng's action off Minorca	1756	Curlew , 1795—	
With Saunders in the Mediterranean	1757	Foundered in the North Sea	1796
Saunders's engagement with Du Revest	1757	Operations against pirates in Persian Gulf	1819
The blockade of Toulon	1759	The suppression of African slavery	1833
Boscawen's action with De la Clue	1759		
The blockade of Cadiz	1759		

THE KING'S SHIPS

Captured the pirate ship "Panda"	1833	Recaptured from the French	1805
Operations in the Black Sea	1855	The capture of Ischia and Procida	1809
The capture of Kertch	1855	Operations on Neapolitan coast	1809
The blockade of the River Don	1855	Assisted to capture French "Alcmène"	1814
Operations in Sea of Azof	1855	Captured French "Iphigénie"	1814
Operations at Gheisk and Glofira	1855	Action with American "Constitution"	1815
Cuthbert Young, 1854 (Moorish pirate)		Captured by Americans	1815
Cuttle, 1807—		Recaptured by British	1815
The capture of Martinique	1809	Cydnus, 1813—	
Engaged and captured pirate "Three Sisters"	1810	Operations in Lake Borgne	1814
Foundered off Halifax	1814	Cyon, ? 1695	
Cyane, 1796—		Cypress, 1760	
The capture of Demerara, Essequibo, and Berbice	1803	Cyrus, 1771	
Captured by the French	1805	Czarevitch (Indian Naval name), 1879 ?	

DÆDALUS

Vancouver's voyage of discovery	1792	Captured a Dutch brig	1800
The Wars of the French Revolution and Empire—		The capture of Samana, San Domingo.	1808
Assisted to destroy French "Suffren"	1797	Chastisement of Malay pirates	1845-6
Captured French "Prudente"	1799	A sea serpent	1848
The bombardment of Mocha	1799		



DÆDALUS.—In Greek legendary history an Athenian, son of Eupalamus, who was the most ingenious artist of his age. Dædalus carved images and promoted the arts of sculpture and architecture. Having killed his nephew out of jealousy, he fled with his son Icarus from Athens to Crete, where King Minos gave him a cordial reception. Here he constructed the famous labyrinth. The King kept him in Crete. He made wings of feathers and wax for himself and his son, whereby they were able to take their flight from Crete. The heat of the sun, however, melted the wax on the wings of Icarus, and he fell into the sea and was drowned in that part of the ocean, thus called the Icarian Sea. Dædalus was the first sculptor to carve statues with open eyes and in the attitude of walking. Dædalus incurred the wrath of Herakles by carving a statue representing that hero as bound in order to prevent his fleeing away. Most of the tools used in wood-carving and sculpture are fabled to have been invented by Dædalus.

The first "DÆDALUS" was a 32-gun frigate of 703 tons, launched at Liverpool in 1780. She carried a crew of 220 men, and her length, beam, and draught were 125 ft., 39 ft., and 9 ft. She underwent great repairs at Deptford during 1791-93.

In 1797 the "Dædalus," assisted by the "Majestic" and "Incendiary," sank the French 44-gun ship "Suffren" off Ushant. The "Suffren" was one of the ships belonging to the French expedition against Ireland, and was armed *en flûte*, acting as a storeship.

On February 9th, 1799, the "Dædalus," commanded by Captain Henry Lidgbird Ball, while cruising in the Indian Ocean sighted the French 30-gun frigate "Prudente." The ships closed and an action began at noon. The "Prudente" had a crew of 301 men and threw a broadside of 214 pounds. The "Dædalus" had a crew of 212 men and threw a broadside of 246 pounds. After an action of an hour and a half the "Prudente" lost her mizzenmast, and hauled down her colours with a loss of 27 killed and 22 wounded. The "Dædalus" had 2 killed and 12 wounded.

In the spring of 1799 the "Dædalus," commanded by Captain H. L. Ball, in company with the "Fox," the "Leopard," and some smaller vessels with troops, arrived at Mocha during the French occupation of Egypt. On August 14th the "Dædalus" and "Fox" stood into Kosseir Bay and cannonaded the French republicans who were in possession of the town. Several dhows were cut out from under the walls, and an attempt, which had to be abandoned, was made to land and destroy the wells. On the 16th another landing was essayed, but was repulsed with the loss of a 6-pounder gun, while one man was killed. The bombardment partially disabled the fort and ruined the town.

On August 23rd, 1800, the "Dædalus," assisted by three other vessels, captured a Dutch 16-gun brig in the East Indies, which was added to the Navy as the "Admiral Rainier" in honour of the Commander-in-Chief of the station.

In 1803 she was fitted for the Trinity House at Deptford, but she was not long at home, for on November 11th, 1808, assisted by four other ships, she seized the harbour of Samana in San Domingo without opposition, just before the French had completed their batteries. This seizure was of great importance, as it secured British shipping from the attacks of privateers, which had always used the place as a principal base.

In 1811 the "Dædalus" was broken up at Sheerness.

THE KING'S SHIPS

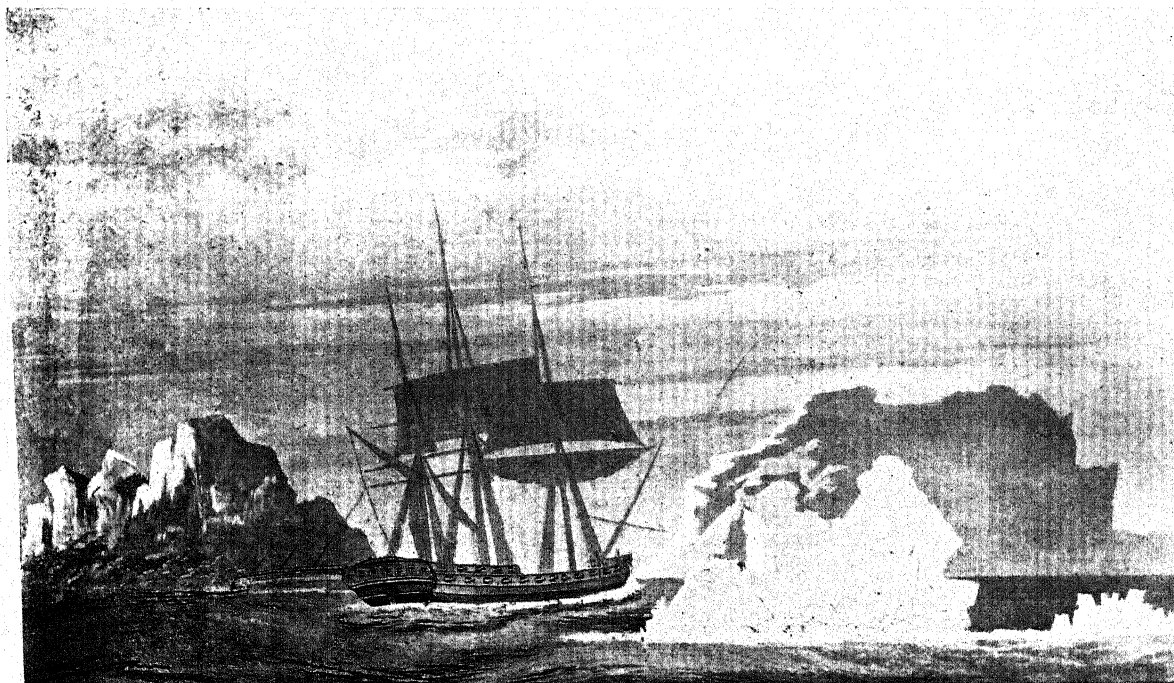
DÆDALUS

The second "DÆDALUS" was a hired Naval storeship dating from 1790.

In 1792, under the command of Lieutenant Richard Hergest, she took part in a portion of Commander Vancouver's memorable voyage of discovery, during which two of her officers were murdered at Oahu in the Southern Pacific.

The third "DÆDALUS" was a 40-gun frigate, captured in 1811 from the French off Lissa by a squadron of four ships commanded by Captain William Hoste. Her name in the French service was "Corona." She was of 1094 tons and carried a crew of 274 men. Her length, beam, and draught were 153 ft., 40 ft., and 14 ft.

On July 2nd, 1813, the "Dædalus," commanded by Captain Murray Maxwell, struck a rock off Ceylon. The ship was floated again, but foundered soon afterwards in deep water.



From an old print.

THE FIRST "DÆDALUS."

Vice-Admiral Sir Charles G. F. Knowles, Bart.

The fourth "DÆDALUS" was a 46-gun frigate, launched at Sheerness in 1828. She was of 1447 tons and carried a crew of 300 men. Her length, beam, and draught were 152 ft., 40 ft., and 14 ft.

In 1844 the "Dædalus" was cut down to a 20-gun corvette at Woolwich.

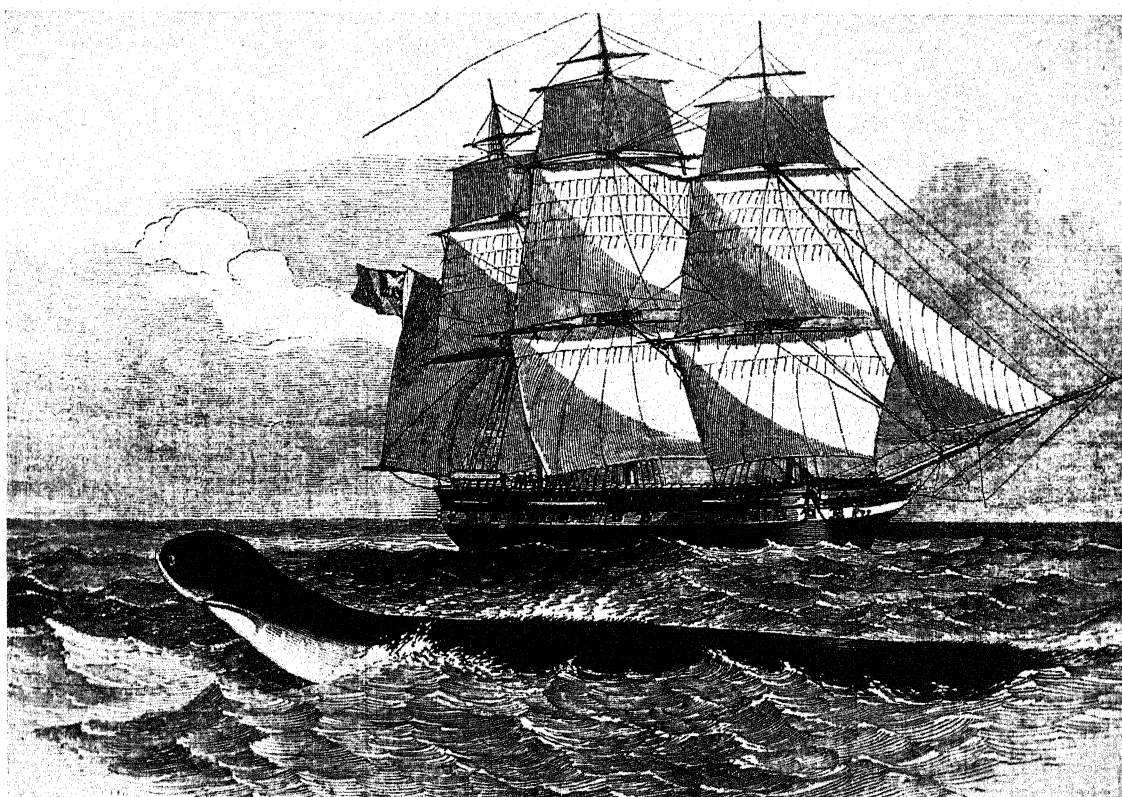
In 1845 the "Dædalus" was one of a fleet under Rear-Admiral Sir Thomas Cochrane operating against the pirates of the Eastern Archipelago. On August 11th a landing party brought off from Brunei twenty-one brass guns, destroyed the house of a rebellious chief, and blew up a powder magazine.

On August 18th the boats from the "Dædalus" and other ships embarked a Naval Brigade of 340 seamen and 200 marines, and proceeded to attack a pirate chief in Malluda Bay. After some parleying to gain time the batteries opened on the boats, which took nearly an hour to break a large boom placed across the stream. The pirates then evacuated their battery, which was occupied by the British, who had lost 8 killed and 13 wounded. The town was destroyed, some brass guns were carried off, and the British forces withdrew.

In August 1846 the "Dædalus," commanded by Captain Peter M'Quhae, embarked a force of 250 seamen and marines, and destroyed the town of Tampassuk and all the Malay prahus in the vicinity.

On August 6th, 1848, at 5 P.M. in lat. 24° 44' south, long. 9° 22' east, the "Dædalus," while commanded by Captain Peter M'Quhae, found herself in the presence of a strange sea monster, more commonly spoken of as the "Sea Serpent." A statement of the occurrence was placed in the log and attested by the officers of the ship. Captain M'Quhae reported the matter to the Admiralty through Admiral Sir William Gage, Commander-in-Chief at Devonport, and the incident is referred to in a work entitled *The Great Sea Serpent*, by Dr. Oudemans, director of the Zoological Society at the Hague.

This vessel eventually became the Royal Naval Reserve drill-ship at Bristol, and in 1911 she was sold for £1010.



From a contemporary "Illustrated London News."

Ward Room Officers, H.M.S. "Dædalus."

THE FOURTH "DÆDALUS" AND THE SEA SERPENT.

DARING

The Wars of the French Revolution and Empire—Self-sacrifice in the Los Islands, 1813.



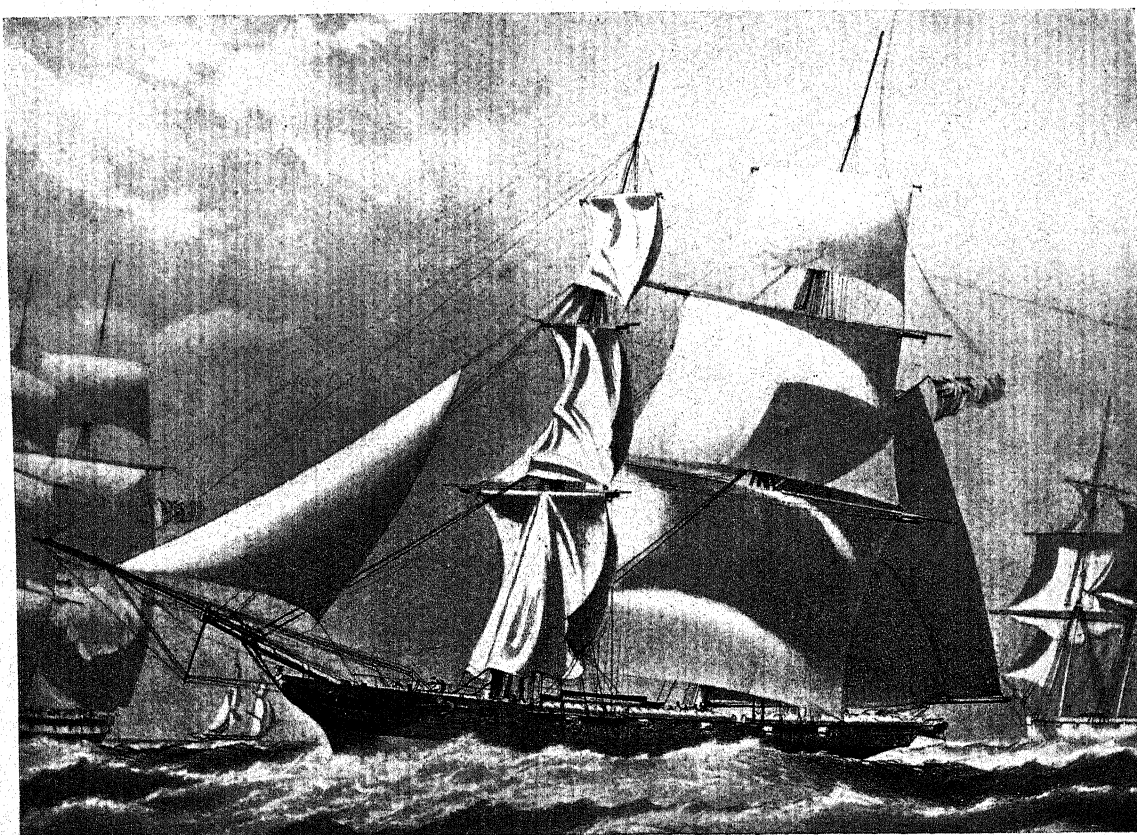
DARING.—Courageous, intrepid, fearless, audacious. A bold, enterprising spirit.

The first "DARING" was a 12-gun brig, launched at Ipswich in 1804. She was of 178 tons and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 8 ft.

On January 27th, 1813, the "Daring," commanded by Lieutenant William R. Pascoe, was chased on the West African coast by two French 40-gun frigates. Action against such superior force being considered futile, Lieutenant Pascoe crowded sail for the Los Islands, ran ashore, and burned the ship to avoid capture.

The second "DARING" was a 12-gun brig, launched at Portsmouth in 1844. She was of 426 tons and carried a crew of 110 men. Her length, beam, and draught were 104 ft., 31 ft., and 14 ft.

In 1865 this brig was sold.



Lithographed by H. J. Vernon.

THE SECOND "DARING."

T. H. Parker, Brothers.

THE KING'S SHIPS

The third "DARING" was a 4-gun screw sloop, launched at Blackwall in 1874. She was of 940 tons, 920 horse-power, and 10.6 knots speed. Her length, beam, and draught were 160 ft., 31 ft., and 14 ft.

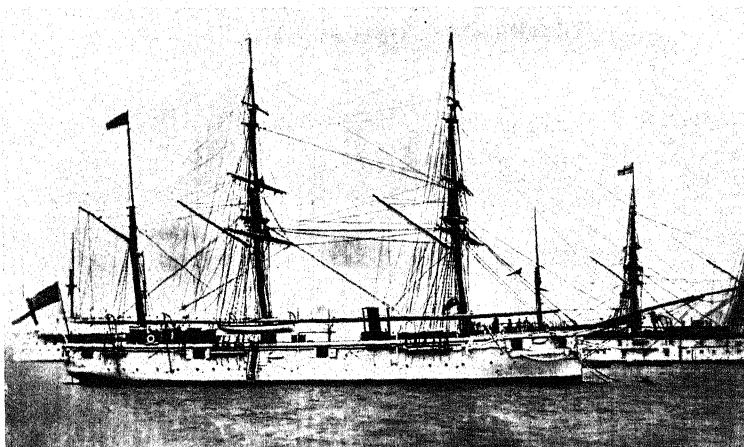
In 1889 this ship was sold at Chatham.

The fourth "DARING" was a twin-screw torpedo-boat destroyer, launched at Thornycrofts' Yard in 1893. She was of 260 tons, 4300 horse-power, and 27 knots speed. Her length, beam, and draught were 185 ft., 19 ft., and 7 ft.

In 1912 this "Daring" was sold for £1600.

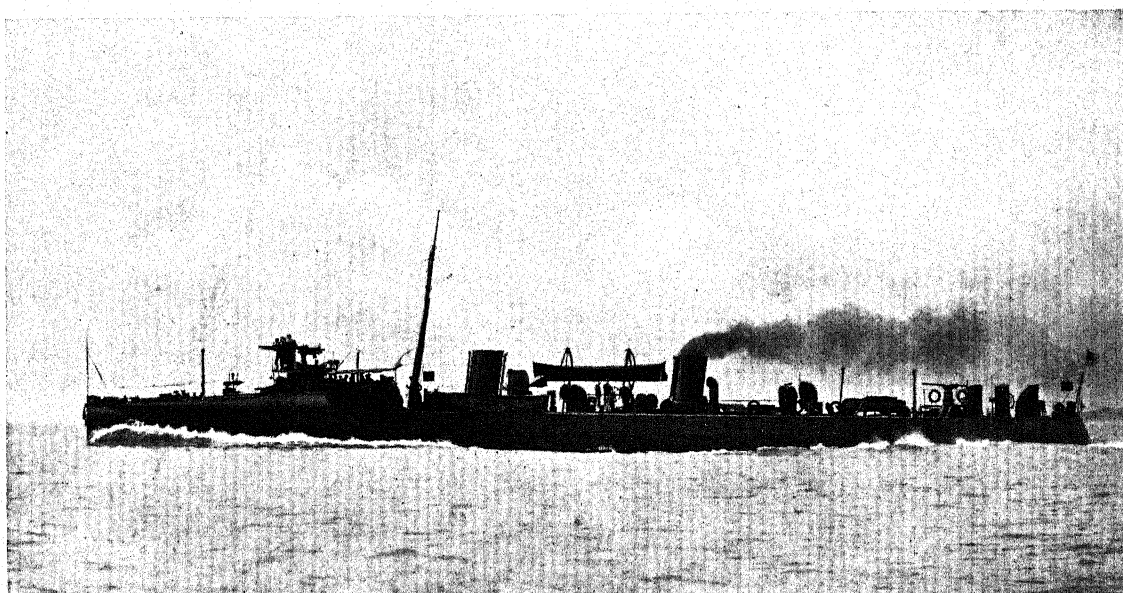
The fifth "DARING" is a turbine torpedo-boat destroyer, laid down at Messrs. Thornycrofts' Yard in 1912.

In October 1913 this vessel's name was changed to "Lance."



Admiral Sir George Digby Morant.

THE THIRD "DARING."



From the photograph by H. J. Symonds.


THE FOURTH "DARING."

DART

The Wars of the French Revolution and Empire—

Popham's expedition to Ostend	1798
Boat capture of four Dutch gunboats	1799
Action in Dunkirk Roads	1800

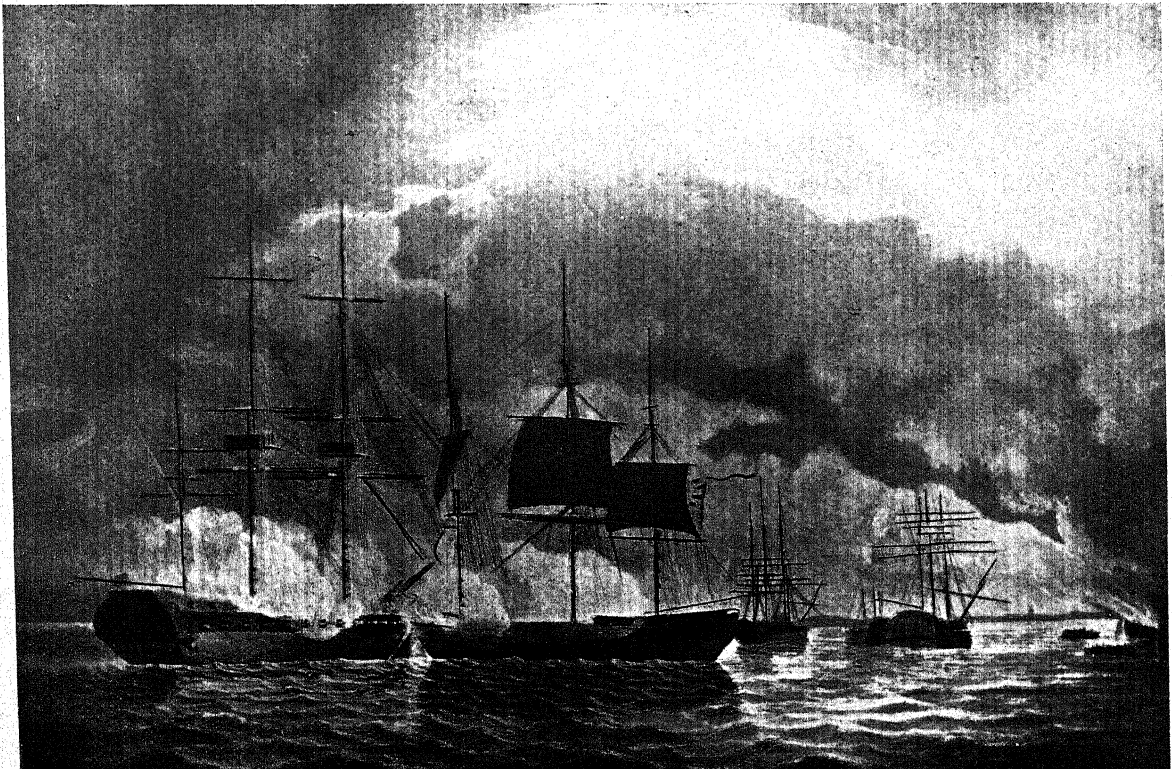
Assisted to capture French "Désirée"	1800
Nelson's bombardment of Copenhagen	1801
An action in error	1806
Operations at Akatoo	1865

 *DART*.—A river of England, rising in Dartmoor, Devonshire, and falling into the English Channel by an estuary which forms Dartmouth harbour. Also an arrow or javelin.

The first "DART" was a 20-gun sloop, launched at Redbridge in 1796. She was of 386 tons and carried a crew of 120 men. Her length, beam, and draught were 129 ft., 30 ft., and 8 ft.

In 1798 the "Dart," commanded by Commander Richard Raggett, was in a fleet of 25 small vessels, commanded by Captain Home Riggs Popham in "Expedition." They were destined for the destruction of the lock-gates and sluices of the Bruges Canal at Ostend. This was to prevent troops being passed through which were intended for the invasion of England. A body of troops, commanded by General Sir Eyre Coote, accompanied the ships, and was safely landed at Ostend on May 19th in most unfavourable weather. The ships then engaged the batteries, which replied with such vigour that very soon some of the ships had to haul off. The lock-gates and sluices are said to have been destroyed, but the weather being too bad to re-embark, the troops were overpowered and forced to capitulate with a loss of 65 killed and wounded.

In October 1799 the boats from the "Dart" and four other ships cut out and captured four Dutch gunboats, each mounting four guns, on the coast of Holland.



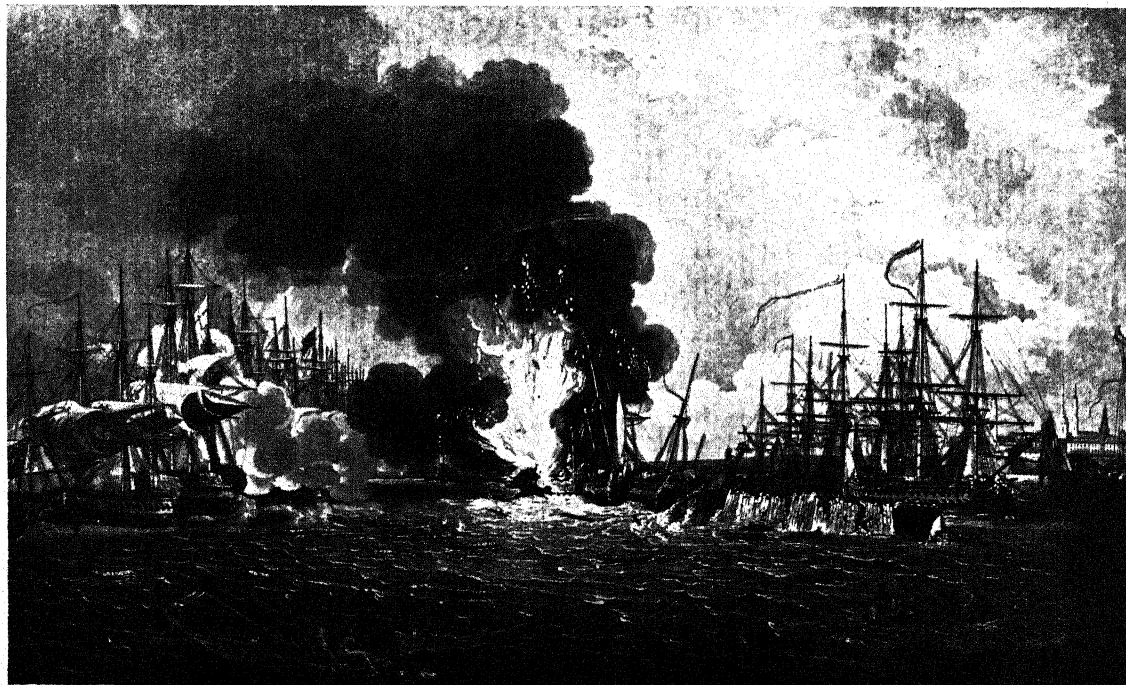
From an aquatint published by R. Dodd.

THE FIRST "DART" CAPTURES THE "DÉSIRÉE."

Alfred Davis.

On July 7th, 1800, the "Dart," commanded by Commander Patrick Campbell, with 2 gunbrigs, 4 fireships, and the boats from two other ships, ran into Dunkirk Roads to capture or destroy four French frigates lying there. For this expedition the "Dart" was armed with thirty 32-pounder carronades. The "Dart" answered a hail in French, and arrived abreast the innermost frigate. Fifty men then boarded and attacked a crew of between 200 and 300. After she had suffered a loss of 100 killed and wounded the "Désirée" surrendered and was taken out of the harbour. The "Dart" lost only 1 man killed and 11 wounded. Captain Inman, the senior officer, in reporting this occurrence, stated of the "Dart": "One spirit seemed to animate the whole of her company; the handsome and intrepid manner of carrying her must convince your Lordships of Commander Campbell's unparalleled bravery." The other three French frigates escaped by leaving the harbour.

In 1801 the "Dart," commanded by Captain John Ferris Devonshire, was one of a fleet



*After J. T. Serres.
Engraved by P. W. Tomkins.*

NELSON'S ATTACK ON COPENHAGEN.

British Museum.

of 21 ships, 7 bombs, 2 fireships, and 6 gunbrigs, commanded by Vice-Admiral Lord Nelson with his flag in "Elephant," which took part in the battle or bombardment of Copenhagen. The fleet forced a passage of the Öre Sound on March 30th. After encountering various navigational difficulties the fleet anchored under fire opposite Copenhagen on April 3rd. The Danish defences, besides forts, consisted of 18 men-of-war, besides armed hulks and floating batteries, moored in a 1½-mile line opposite the town. Two British men-of-war ran aground, and the six brigs were unable to get into action owing to tide. The action began at 10 and was general at 11.30. A furious cannonade followed, during which time Lord Nelson put his blind eye to his telescope when advised by the Commander-in-Chief, four miles away, to discontinue the action. Owing to damage the "Dart" and some other ships took advantage of Sir Hyde Parker's permission to withdraw. By 3.30 P.M. letters were exchanged under flags of truce, and the fighting ceased, most of the Danish ships and forts being silenced. The Danes lost in killed, wounded, and prisoners about 6000 men. The British fleet lost 255 killed and 688 badly wounded. Fourteen Danish ships were captured, burned, blown up, driven on shore, or otherwise taken from the enemy. A fourteen weeks' armistice was then agreed to, and the British forces withdrew. The Danes mounted 696 guns on this occasion against the British 1014 guns and carronades. Nelson was elevated to the dignity of Viscount for this victory. The "Dart" lost 3 killed, including Richard Edward Sandys, her First Lieutenant, and 1 wounded.

THE KING'S SHIPS

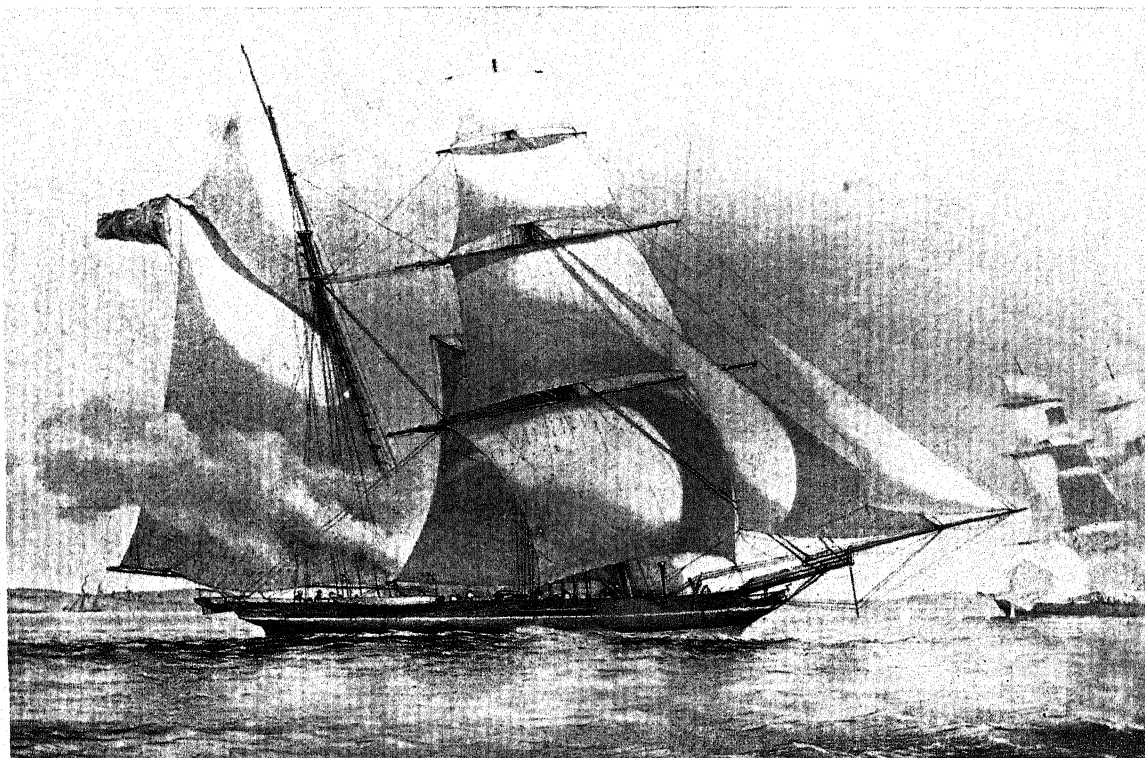
DART

On the night of December 1st-2nd, 1806, off Tobago, the "Dart," commanded by Commander Joseph Spear, with the "Wolverene" in company, attacked a vessel which was supposed to be a French privateer. The contest lasted for seven hours, when the stranger surrendered. The British then discovered to their consternation that they had been fighting Englishmen, and that the ship was the 24-gun Liverpool slaver "Mary." Six men on board the "Mary" died of their wounds, and many of the wretched negroes were killed or injured.

After doing duty as guardship at Barbados for some time the "Dart" was broken up at that place in 1809.

The second "DART" was a 4-gun gunboat taken from the French.

She was captured by the "Apollo" on June 29th, 1803, in the Bay of Biscay. After some service at Plymouth as a lugger she was sold in 1808.



From an old print.

THE SIXTH "DART."

Captain the Rt. Hon. the Earl of Glasgow, R.N.

The third "DART" was a small armed cutter with a crew of 21 men that was hired for service in 1803.

The fourth "DART" was a 10-gun cutter purchased in 1810. She was of 127 tons and carried a crew of 40 men. Her length, beam, and draught were 63 ft., 22 ft., and 9 ft.

In December 1813 the "Dart," commanded by Lieutenant Thomas Allen, foundered in the Atlantic and was lost with all hands.

The fifth "DART" was a small vessel launched at Deptford in 1810. She was of 49 tons, and her length, beam, and draught were 47 ft., 16 ft., and 8 ft.

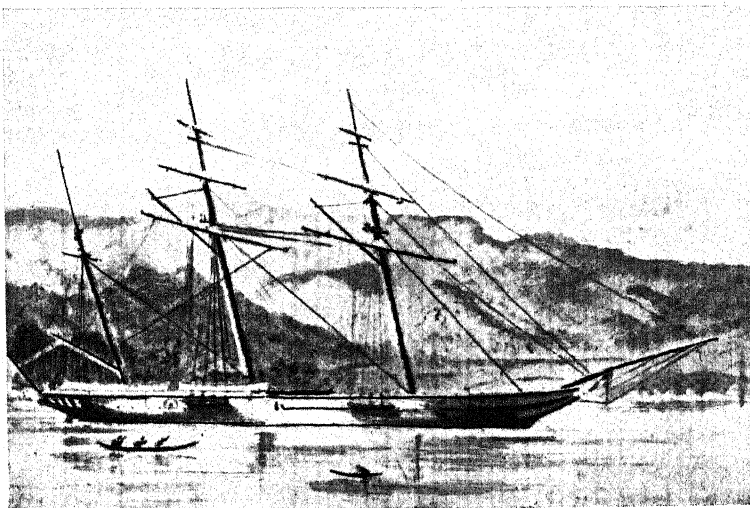
The sixth "DART" was a 3-gun brigantine launched at Sheerness in 1847. She was of 319 tons and carried a crew of 60 men. Her length, beam, and draught were 90 ft., 29 ft., and 11 ft.

She became Watch Vessel No. 26, and she was broken up in 1875.

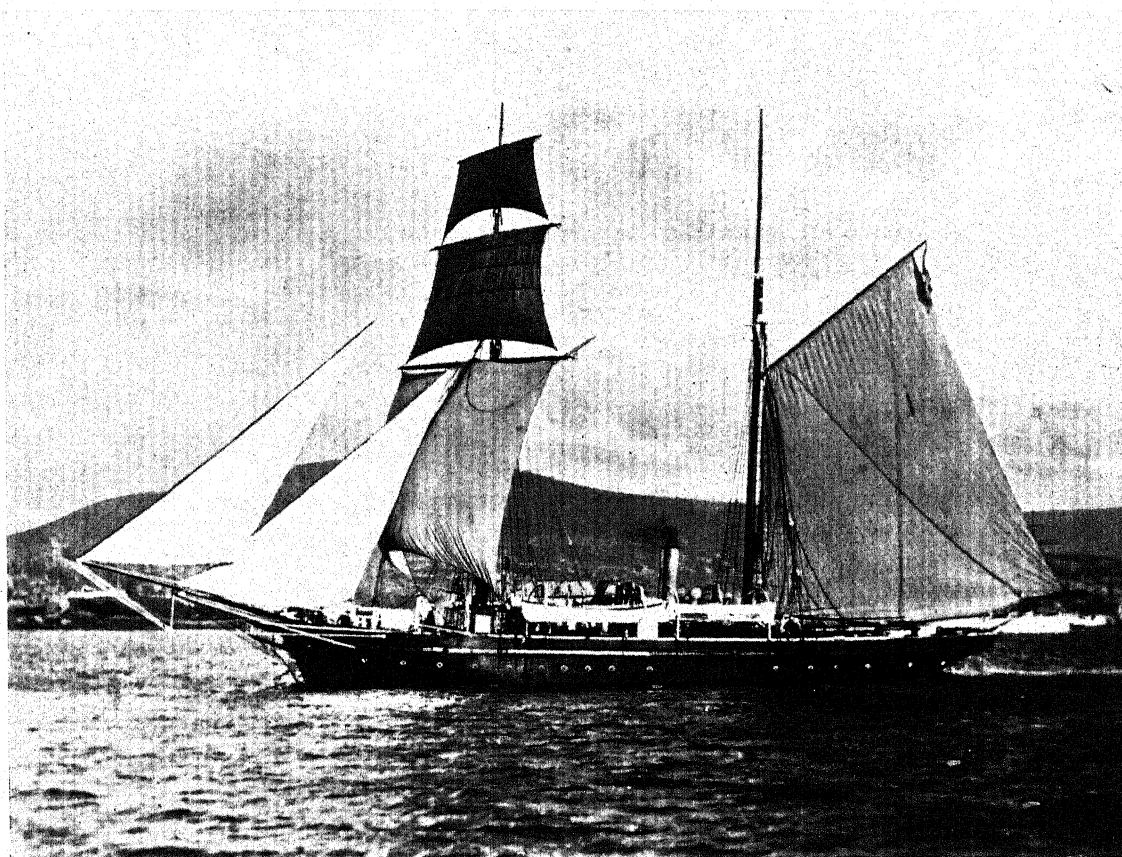
THE KING'S SHIPS

The seventh "DART" was a 5-gun twin-screw gun vessel launched at Millwall in 1860. She was of 570 tons, 336 horse-power, and 10 knots speed. Her length, beam, and draught were 146 ft., 25 ft., and 12 ft.

In 1865 the "Dart," commanded by Commander Frederick W. Richards, while at Akatoo on the West Coast of Africa, received notice of a rumour to the effect that the natives were about to plunder the British factories. One factory had been actually looted, and a schooner had been stripped and set adrift. Commander Richards landed some men from his ship and from the "Lee," to protect British interests. Several boats were capsized in the surf, and two men were drowned. Commander Richards succeeded in restoring order, with a loss of only one seaman wounded.



Commander Robert Jukes Hughes, R.N.
THE SEVENTH "DART."



THE EIGHTH "DART."

From the photograph by H. J. Symonds.

THE KING'S SHIPS

DARTMOUTH

This vessel was renamed "Kangaroo" in 1882, and she was sold in 1884.

The eighth "DART" is a 2-gun screw surveying vessel, launched as "Cruiser" at Barrow in 1882 for the Colonial Office, and purchased by the Admiralty. She is of 470 tons, 250 horse-power, and 9 knots speed. Her length, beam, and draught are 133 ft., 25 ft., and 12 ft.

This vessel was lent to the New South Wales Government for training purposes in 1904, and in 1912 she was sold at Sydney for £1010.

DARTMOUTH

The second Dutch War—

Various operations against the Dutch . . . 1666

Quaint ideas of hospitality . . . 1686

The War of the English Succession—

The Battle of Bantry Bay . . . 1689

The relief of Londonderry . . . 1689

Action with two French ships . . . 1693

The War of the Spanish Succession—

Several minor operations . . . 1711, etc.

Various operations in the Baltic . . . 1717-21

The War of Jenkins's Ear, and of the Austrian Succession—

Action with Spanish "Glorioso" . . . 1747

The Battle of Navarino . . . 1827



DARTMOUTH.—Although it is probable that some of the earlier ships of this name were so called after the distinguished Admiral of the Fleet, George Legge, Lord Dartmouth (1648-91), the origin and revival of the name are undoubtedly in honour of the ancient seaport town in the south of Devonshire, which place during the last half of the nineteenth century was closely connected with the Navy owing to the presence in the River Dart of the training-ship "Britannia." At Dartmouth, in 1190, the Crusaders, under Richard Cœur-de-Lion, embarked for the Holy Land, and in 1346 Dartmouth furnished over thirty ships for the siege of Calais, so the connection of this town with the sea service dates back a long time. The town is built in a series of terraces on the right bank of the River Dart, the streets are narrow, and many of the houses very old. A battery, and the remains of a castle built during the reign of Henry VII., stand at the entrance to the harbour. The harbour, being deep and landlocked, is a favourite resort of yachtsmen, and the Naval cadets of the Training Establishment are frequently to be seen in their blue boats and sailing cutters taking advantage of the facilities for sailing, and learning those rudimentary principles of boatmanship upon which their professional careers must be founded. Sir Humphrey Gilbert, John Davis, etc., may be accounted Dartmouth worthies, having been born in or near the town.

The Royal Naval College, built on the hill above Dartmouth for the Naval cadets by the Lords Commissioners of the Admiralty, has superseded the training-ship, and an illustration of the building will be found in Volume I. of this work under the record of the ship-name "Britannia."

The first "DARTMOUTH" was a 30-gun ship launched at Portsmouth in 1655. She was of 260 tons and carried a crew of 130 men. Her length, beam, and draught were 81 ft., 25 ft., and 12 ft.

In April 1666 the "Dartmouth," while in company with two other ships, captured three Dutch merchantmen off the Irish coast, and a few days later assisted to destroy a privateer from Flushing.

The next experience in the history of this "Dartmouth" is a very unexpected incident of peace time. It occurred at Puerto Rico in the West Indies in April 1686, and shows that, even when we were not at war with Spain, the hostility of that nation to the English was very great, for the "Dartmouth," commanded by Captain Ignatius White, was treacherously attacked while lying in a Spanish harbour. However, the story is perhaps best told in the actual and quaint wording and spelling of the ballad following, which is to be found in the Pepys collection in the Library of Magdalene College, Cambridge. A reprint of it will be found also in volume 33 of the works of the Navy Records Society. There is also a note to the ballad by Pepys, stating that it was composed by Mr. Hovenden Walker, who was serving on board the "Dartmouth" at that time. This Walker afterwards became a Rear-Admiral, and in 1711 commanded the disastrous Quebec expedition, for which failure he was struck off the Flag List and deprived of his half-pay.

THE TREACHERY OF THE SPANIARDS OF PORTO RICO TO THE "DARTMOUTH"
FRIGOT AND HER COMPANY

When the "Dartmouth" friggot lay off the town
That's called Porto Rico, of some renown,
The captain sent thither to know if he cou'd
Come peaceably in for water and wood.

They answered we were welcome there,
And might venture in without all fear,
And said it should be their only care
Whatever we wanted to prepare.

On the governor's promised honour then
We took up the pilot, who carry'd us in.
We rid undisturbed and safe all the night,
Nor smook'd any cheat till the morning's light
Discovered their base and damned intent;
For when to the wat'ring place we went
We were seiz'd and unto prison sent;
And then we found out what 'twas they meant.

Quoth the governor, "Now you shall ne're be free
Till I your commissions and orders do see;
For your ship is become a forfeiture,
And I'll sink her if she but dares to stirr:
For here my guns can command you all.
If she goes not where I say shee shall
I'll batter her sides with my iron ball
From every fort and the city wall."

The council was call'd, and demurely they sate,
To manage the business by grave debate:
The bald-pated rascals (as if they were full
Of politick tricks) did squint and look dull,
Yet knew not what to doe in the case;
They could hardly look us in the face,
Their action was so openly base,
And guilt made 'em conscious of their disgrace,

Till the Don cry'd out to the grey-bearded knaves,
"We've now got a parcel of brawny slaves,
With provision enough to furnish the town;
For (unless we are fools) the ship is our own:
And since they are in we'll make 'em sure,
Our harbour's mouth is the prison door.
Take my advice, and I will secure
They never shall goe to sea any more.

"And because that the ship is under command,
Nor can they the force of our walls withstand,
Wee'll suffer these silly poltroons to go free,
For their friggot thereby gets no libertie:
But I'll order them to goe where I
Will maul 'em with more conveniency,
Or where upon the shoals they may ly,
And then they may bid their ship good-by."

The business they had consulted so well,
They sent us away, and sent one to tell
That if our commander refus'd to obey,
And didn't immediately order to weigh,
And further within the harbour sail,
For certain then that he would not fail
To send some bullets to ferk our tail,
And those would be words that should prevail.

"In vain," said the captain, "you threaten us, sirs,
For I value your guns but as barking of currs;
Begin when you please, you shall find us to be
As brave English hearts as e'er saw the sea.
To-morrow I will certainly weigh,

And brave all your guns in open day;
Maugre whatever you do or say,
Your governour's orders I'll not obey."

Next day, to decoy us, he cunningly sent
A fawning excuse and a complement,
And said he would try to dispatch us that day
And send us in peace and in safety away;
But he had no design in the thing
But writing letters unto our King,
Which a messenger, he said, should bring
Before the sun was near setting.

Our top-sails were loose, and the sheats were haul'd
home,
We waited all day, but no messenger come.
We saw on the shoar the friars so gay,
And some were in black, but most were in grey;
To ev'ry fort and castle they went;
But the Lord in heav'n knowes what they meant,
Unless (that it might be their intent)
To bless ev'ry man, gun, and battlement.

No sooner the fryars were gone to their home
But we heard an alarm beat by the drum,
And then a command was sent us agen
To furl our top-sails and warp further in;
And if we didn't immediately
With what the governour said comply,
From all his forts he'd let the guns fly,
And batter us most confoundedly.

Then straight from the city we plainly could see
The souldiers were marching most hastily,
And headed they were by their fat general,
To every fort and each castle wall:
But we were quite careless all the while,
And at their grand folly did only smile,
Resolving the Spaniards to beguile
And leave 'em without their wish't-for spoil.

By this time the busie old sun was gone down,
And candles were lighting about the town;
The commander then cheared his men so brave,
And the word for cutting the cable gave,
Which was done ith' twinkling of an eye,
And the sails were set as suddenly,
Which as soon as e'er they could espy
A volley of small shott did let fly.

The warning when every castle had got,
They fired on us (like mad) their great shott;
With louder huzzas we answer'd agen,
And shew'd 'em that we were true Englishmen;
Thus under sail alongst 'em we past,
And till convenient we kept all fast;
But halloo'd out, nor were agast,
And sent a broadside amongst 'em at last.

Thus fireing, and fireing, we held a good space,
And gave 'em the go by to their disgrace;
Three hours or more continu'd the fight,
With fire and smoke, and a very calm night,
And tho' within pistol shott we were,
Yet nevertheless we got well clear,
Without much hurt or any fear,
And to tell you the tale are now come here.

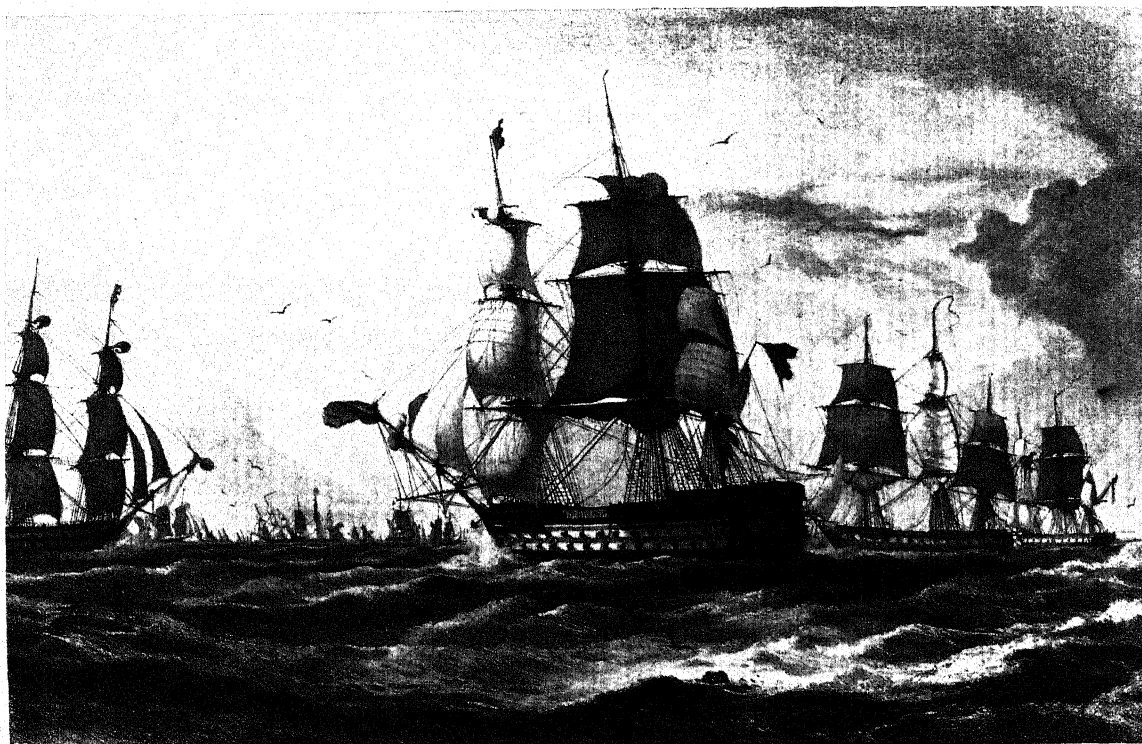
In 1689, under the command of Captain Thomas Ley, the "Dartmouth" formed one of a fleet of 22 ships under Admiral Herbert, with his flag in "Elizabeth," which operated against the French fleet of 36 ships in what is known as the Battle of Bantry Bay. This French fleet conveyed James II. and 5000 troops to Ireland, where the inhabitants, except those of Ulster,

THE KING'S SHIPS

DARTMOUTH

were all very friendly towards him. The French then returned to France for ammunition and stores, and met Herbert's squadron off Bantry Bay. The engagement began on May 1st, 1689, at 10.30 A.M., and lasted until about 5 P.M. The French would have beaten the English but for jealousy between their admirals and the absence of their fireships. One French ship blew up, and the English fleet, which had just escaped a crippling disaster, returned to Portsmouth. The French, however, landed their stores in Ireland and returned to Brest. In consequence of this battle, war was at once declared with France, and Admiral Herbert was created Earl Torrington! Two captains were knighted, and each seaman was presented with ten shillings by King William. These undeserved awards were considered politic by the King on account of his doubts as to the loyalty of the fleet.

In June 1689 the "Dartmouth," commanded by Captain John Leake, was one of a few ships which went to the relief of Londonderry, at that time hard pressed by the Jacobites.



Drawn by G. P. Reinagle.

Lieutenant-General Sir Alfred Codrington.

BEFORE NAVARINO—LYING TO, AND OBSERVING THE OTTOMAN FLEET.

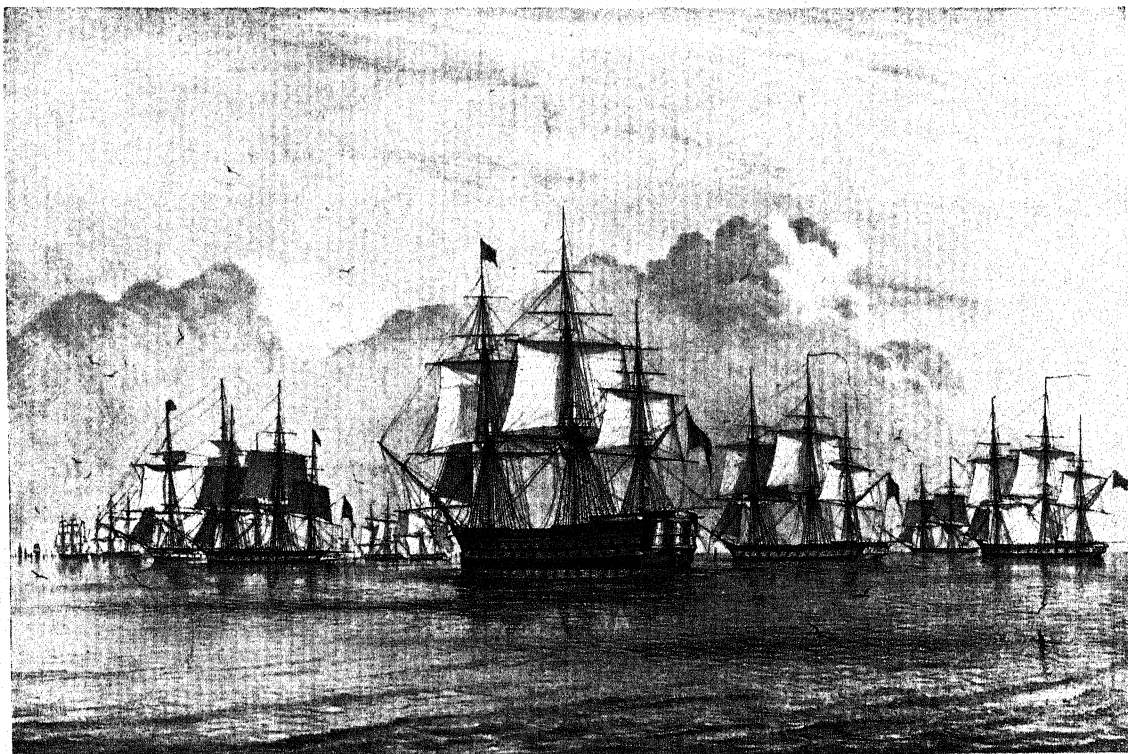
They escorted transports with soldiers to Loch Foyle, and found that the Jacobites had made strong shore-defences and put a boom across the river. The "Dartmouth," accompanied by two ships of the convoy, the "Mountjoy" and the "Phoenix," which had volunteered for the work, endeavoured to force their way up the river. The attempt was made on July 28th. The "Mountjoy" led the way and, in spite of a heavy fire from both banks, managed to break the boom. She then ran ashore, but firing a broadside, the concussion of which brought the ship off, she was able to continue. The "Dartmouth" rendered valuable aid in attacking the enemy on both banks and covering the two ships of the convoy as well as she could. That night all three ships reached Derry Quay, and unloaded their welcome cargo, and on July 31st the Jacobites burned their camp and raised the siege.

On October 9th, 1690, the "Dartmouth" was wrecked and lost on the Isle of Mull; nearly all the ship's company, including Captain Edward Pottinger, were drowned.

The second "DARTMOUTH" was a 48-gun ship launched at Rotherhithe in 1693. She appears to have been of about 614 tons, and she carried a crew of 230 men. Her length, beam, and draught were 122 ft., 34 ft., and 14 ft.

On February 4th, 1695, the "Dartmouth," commanded by Captain Roger Vaughan, while cruising in the Channel, met and engaged simultaneously two French 40-gun ships. The "Dartmouth" resisted most valiantly for six hours, but by that time her captain was killed, and the ship, reduced to the condition of a wreck, was obliged to surrender to this superior force. In October 1702 this "Dartmouth" was retaken from the French, off Vigo, by the "Barfleur." She was brought back into the Navy, and renamed "Vigo Prize" in memory of the scene of her capture. But unfortunately she did not last long after rejoining the English service. For in November 1703 she was lost in the Great Storm at Hellevoetsluis, whither she had gone as part of a squadron to escort the Archduke Charles, the Candidate of the Allies for the Throne of Spain, to Lisbon.

The third "DARTMOUTH" was a 42-gun ship built at Southampton during



Drawn by G. P. Reinagle.

Lieutenant-General Sir Alfred Codrington.
BEFORE NAVARINO—"URGING THEM FORWARD."

1697-98. She was of 682 tons and carried a crew of 300 men. Her length, beam, and draught were 134 ft., 38 ft., and 16 ft.

In 1711 the "Dartmouth" was in the Mediterranean in the fleet commanded by Admiral Sir John Norris.

In 1716 the "Dartmouth" was rebuilt at Woolwich, and she became of 712 tons.

In 1717 the "Dartmouth" was one of a fleet of 31 ships under Admiral Sir George Byng which sailed for the Baltic when it was discovered that the Swedish minister was involved in a Jacobite plot. The ships remained in the Baltic allied with the Danes and Dutch for some months, but no fighting took place.

In July 1719 the "Dartmouth" again proceeded to the Baltic in a fleet commanded by Admiral Sir John Norris. On this occasion the British were allied with the Swedes, to whom they gave good moral support against the Russians.

In May 1720 the "Dartmouth," in a fleet under Admiral Sir John Norris, entered the Baltic, and joined a Swedish fleet to prevent Russian descents on the Swedish coasts. The Russian frigates were forced back into Revel. It was, however, considered that Revel was too

THE KING'S SHIPS

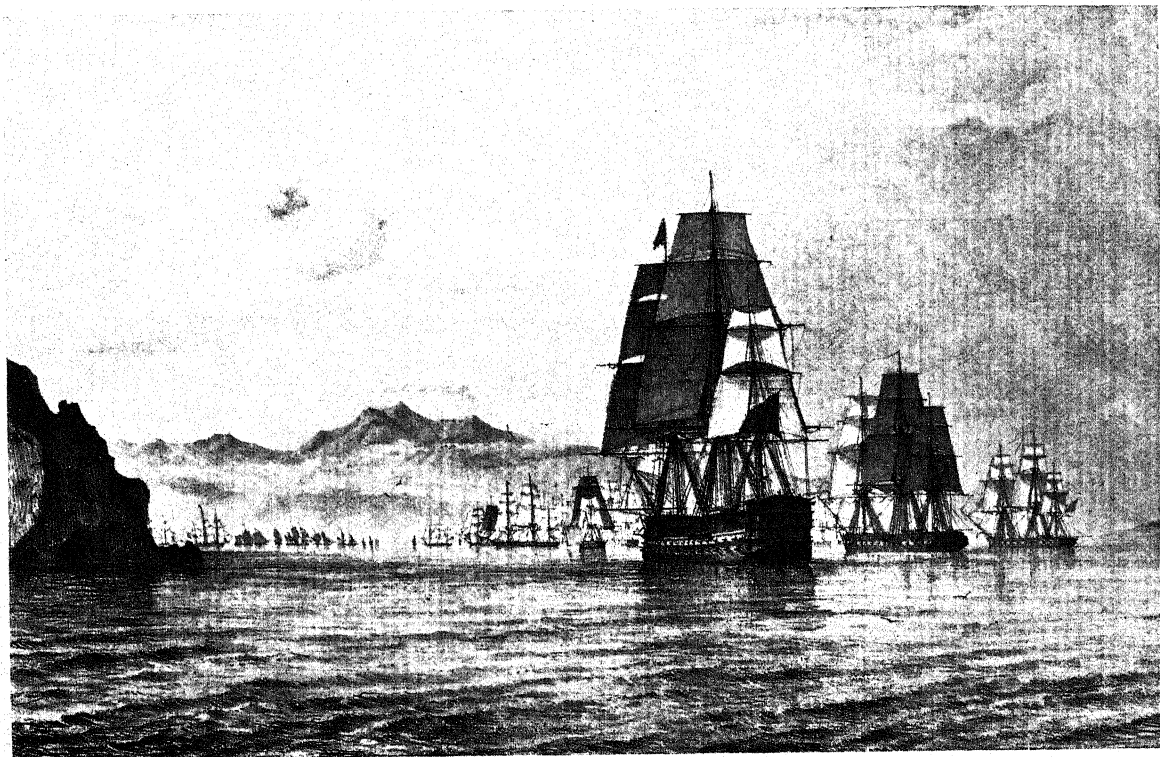
DARTMOUTH

strongly fortified to be successfully attacked, and little else in the way of active operations was done that year.

In 1721 the "Dartmouth" again appeared in the Baltic under Admiral Sir John Norris, as one of a fleet of 23 ships allied with the Swedes, but the Treaty of Nystad brought all warlike preparations to a conclusion.

In 1741 the "Dartmouth" was rebuilt at Woolwich again, and she became of 857 tons.

On October 7th, 1747, the "Dartmouth," while off Lagos, and commanded by Captain James Hamilton, heard guns in the distance, which were those of a fight proceeding between the Spanish 74-gun ship "Glorioso," with nearly eight hundred men, and the British privateer vessel "King George." On the following day the "Dartmouth" came up with the "Glorioso," and a sharp action ensued, during which the "Dartmouth" blew up, and out of



Drawn by G. P. Reinagle.

Lieutenant-General Sir Alfred Codrington.

BEFORE NAVARINO—BEARING DOWN AT QUARTERS TO ENFORCE OBEDIENCE.

her crew of three hundred, only Acting Lieutenant O'Brien and sixteen men were saved by boats from the privateers "Prince Frederick" and "Duke," which also were in chase of the Spaniard. The "Glorioso" was shortly afterwards captured by the British "Russell."

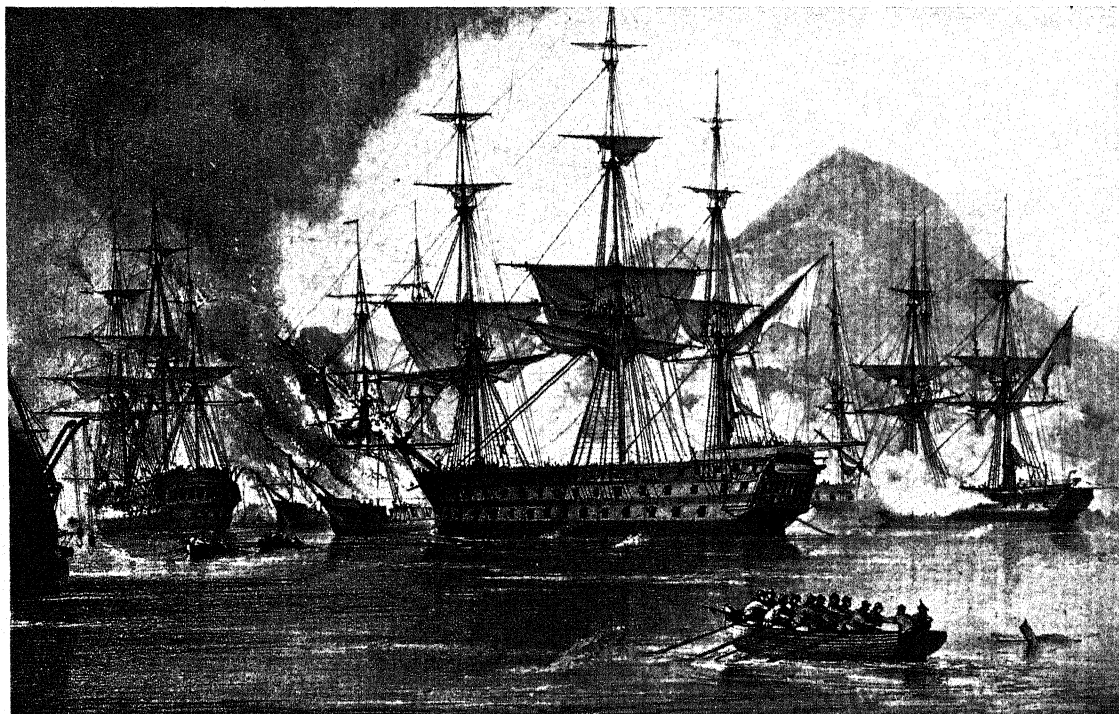
The fourth "DARTMOUTH" was an 18-gun ship captured from the French on May 3rd, 1747, during Vice-Admiral Anson's action with Monsieur de la Jonquière. This vessel had originally been a British merchant ship that had been captured by the French.

It is probable that she was sold soon after her capture, but up to the time of going to press I have been unable to trace the transaction.

The fifth "DARTMOUTH" was a 42-gun frigate launched at Dartmouth in 1813. She was of 952 tons, and carried a crew of 274 men. Her length, beam, and draught were 145 ft., 38 ft., and 14 ft.

In 1827 the "Dartmouth," commanded by Captain Thomas Fellowes, was in the Mediterranean in a fleet commanded by Vice-Admiral Sir Edward Codrington with his flag in

"Asia." A large Turkish-Egyptian fleet lay at Navarino with the intention of attacking Greece, and Sir Edward Codrington with a French Admiral represented their determination to prevent these proposed operations. An armistice was agreed to, one of the conditions of which was that the Ottoman fleet should not leave Navarino. The Anglo-French ships then withdrew to Zante Bay, leaving the "Dartmouth" to watch Navarino. On October 1st Captain Fellowes went on board the flagship "Asia" and reported that some forty or fifty of the Turkish-Egyptian fleet had put to sea in opposition to the terms of the agreement decided on only a week previously. They had hoped to be able to go and attack the Greeks at Patras. Sir Edward Codrington, with his flagship "Asia," and the "Dartmouth," "Talbot," and "Zebra" in company, at once prepared for battle, barred the way, and threatened to sink any Ottoman vessel that attempted to pass them. The "Asia" fired a gun, whereupon the



After G. P. Reinagle. Lithographed by G. Hullmandel.

T. H. Parker, Brothers.

THE BATTLE OF NAVARINO.

whole of the 50 ships turned back, and the English vessels hung on their rear, occasionally urging them forward with a shot.

On October 3rd and 4th the British Admiral was again compelled to enforce obedience to the agreement, and the Ottoman fleet went into Navarino Bay, where they landed their troops which had been intended for the operations at Patras. These troops at once began to perpetrate a series of terrible barbarities, neither women nor children being spared. The British, French, and Russian Admirals then decided to enter Navarino Bay, to compel the Ottoman fleet of 89 men-of-war to abide by its agreement not to move out of the bay, and to enforce a better style of behaviour among the troops on shore. The allies had no intention of actually attacking the Turkish-Egyptian fleet unless they were themselves attacked first. Accordingly, on October 20th, a combined Anglo-French-Russian fleet of 27 vessels was led into Navarino Harbour in Messenia by the "Asia." The "Dartmouth" had been specially detailed to remove any of the Ottoman fire-vessels that might be trying to injure any of the ships in the allied fleets. The enemy very soon opened fire, and the action became general, as the allies moored with springs on both anchors. The Turks behaved with great gallantry, but their fate was sealed, and they lost 60 ships destroyed, and about 4000 men killed and wounded in a very short time. The allies suffered considerably in the hulls and aloft, and lost 181 killed and 470 wounded, to which the British contributed 80 killed and 206 wounded.

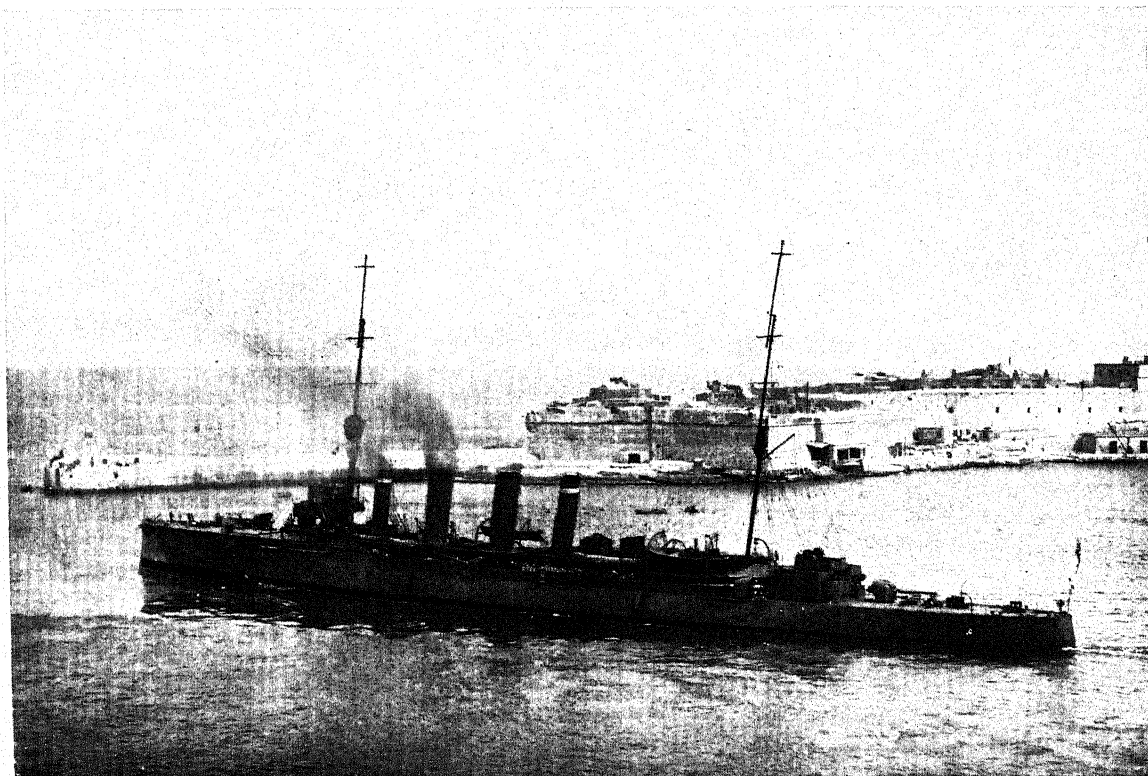
THE KING'S SHIPS

DARTMOUTH

The "Dartmouth" lost 6 killed and 8 wounded. Sir Edward Codrington, in reporting on the battle, stated that Captain Fellowes of the "Dartmouth" "executed the part allotted to him perfectly . . . and saved the French 60-gun ship 'Sirène' from the fireships. . . ." Sir Edward Codrington was made a G.C.B., all commanders and first lieutenants were promoted, and all commanders and captains who had not previously held the C.B. were rewarded with that honour.

The "Dartmouth" acted as a lazaretto at Leith from 1833 to 1851 and in 1854 she was broken up at Deptford.

The sixth "DARTMOUTH" was to have been a 24-gun screw frigate of 2478



THE SEVENTH "DARTMOUTH."

From the photograph by Richard Ellis.

tons and 500 horse-power. She was begun at Woolwich in 1860, and her length, beam, and draught as designed were 240 ft., 48 ft., and 20 ft.

She would have been practically a sister ship to the "Endymion," launched at Deptford in 1865, but before the work had proceeded very far the Admiralty ordered it to cease.

The seventh "DARTMOUTH" is an 8-gun turbine cruiser, launched at Barrow-in-Furness in 1911. She is of 5250 tons, 22,000 horse-power, and 25 knots speed. Her length, beam, and draught are 430 ft., 49 ft., and 16 ft.

DASHER

The Wars of the French Revolution and Empire—The capture of Java, 1811; The capture and reduction of Madura, 1811.

DASHER.—A person who rushes with violence, without regard to the consequences of his act. Part of the construction of a weir.

The first "DASHER" was a 16-gun sloop, built of pencil cedar, and launched at Bermuda in 1797. She was of 402 tons, and carried a crew of 80 men. Her length, beam, and draught were 104 ft., 29 ft., and 10 ft.

In 1811 the "Dasher," commanded by Lieutenant Benedictus Marwood Kelly, was one of a combined fleet of about 40 men-of-war and East Indiamen, commanded by Rear-Admiral the Hon. Robert Stopford with his flag in "Scipion." On August 2nd the fleet left Boompjes Island to attack the Island of Java then in possession of the Dutch, and on the 4th, 8000 men were landed. On August 8th Batavia surrendered, and was used for the occupation of troops and as a base for the fleet. On August 20th the formal siege of Meester Cornelis, in which no fewer than 280 guns were mounted, was begun. A brigade of seamen and marines assisted in the operations and repulsed a Dutch sortie on the 22nd. On the 24th a furious cannonade began, and at midnight on the 25th the formidable works were successfully stormed and carried after a bloody struggle. Five thousand Dutchmen were taken prisoners, and more than a thousand fell in the action and pursuit. The total British loss was 156 killed, 788 wounded, and 16 missing, to which the Navy contributed 15 killed, 55 wounded, and 3 missing.

On August 31st, 1811, the "Dasher" made a diversion to seaward, while the crews of two frigates landed and rushed the fort of Sumenap in the island of Madura. They then summoned the governor of the island to surrender. He in reply desired them to evacuate the fort immediately. Although the Franco-Dutch had 2000 men, and the British only about 190, the English forces at once advanced to the attack and the enemy fled, abandoning guns and colours.

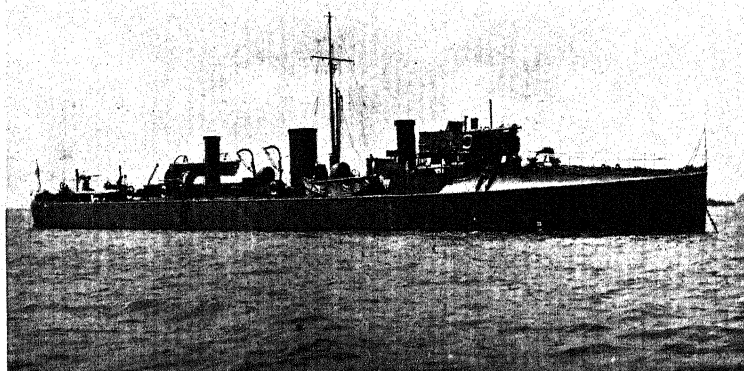
The effect of the success was that Madura and the neighbouring islands were presently reduced.

For some years the "Dasher" was transferred for the use of the Army in the West Indies, but in 1825 she was returned to the Naval service, and she was broken up in 1838.

The second "DASHER" was a 2-gun paddle vessel, launched at Chatham in 1837. She was of 260 tons, 234 horse-power, and carried a crew of 12 men. Her length, beam, and draught were 120 ft., 21 ft., and 5 ft.

For some time she was employed on packet service at Weymouth, and as Channel Island guardship.

In 1885 the "Dasher" was sold.



From the photograph by Ernest Hopkins.
THE THIRD "DASHER."

The third "DASHER" was a twin-screw torpedo-boat destroyer, launched at Poplar in 1893. She was of 255 tons, 3182 horse-power, and 27 knots speed. Her length, beam, and draught were 190 ft., 18 ft., and 5 ft.

In 1912 this destroyer was sold at Chatham for £1630.

DEE

The blockade of the Dutch Coast, 1832; The Suppression of East African slavery, 1849.

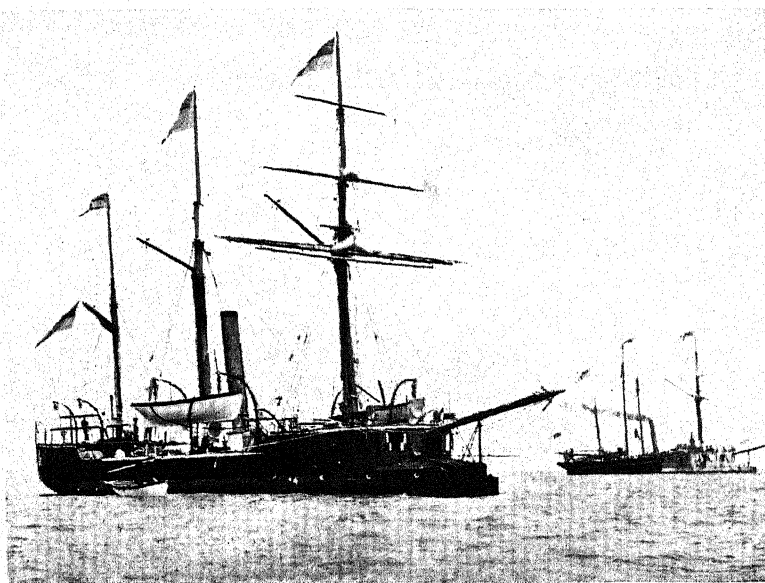
DEE.—There are four rivers of this name. (1) In Wales, rising in Lake Bala, Merionethshire, and after a course of 80 or 90 miles, falling into the Irish Sea, about 15 miles below Chester. (2) A river of Ireland, which traverses the county of Louth, and after a course of 20 miles falls into Dundalk Bay. (3) A river of Scotland, rising in the Cairngorm mountains, Aberdeenshire, and after a course of 87 miles falling into the German Ocean at the town of Aberdeen. Its source has an elevation of 4000 ft., and it drains 1000 square miles. (4) In Kirkcudbrightshire, which after a course of about forty miles, joins the Solway Firth, below the town of Kirkcudbright.

The first "DEE" was a 20-gun ship sloop, launched at Ipswich in 1814. She was of 447 tons, and carried a crew of 150 men. Her length, beam, and draught were 108 ft., 31 ft., and 12 ft.

In 1818 the "Dee" was sold.

The second "DEE" was a 4-gun paddle vessel, launched at Woolwich in 1832. She was of 704 tons, 200 horse-power, and carried a crew of 60 men. Her length, beam, and draught were 167 ft., 30 ft., and 7 ft.

In 1832 the "Dee," commanded by Commander Robert Oliver, was one of a fleet of 19 ships commanded by Vice-Admiral Sir Pulteney Malcolm with his flag in "Donegal." In view of the interference of Holland in the Belgian question, and of the



From the photograph by H. J. Symonds.

THE THIRD "DEE."

fact that the King of the Netherlands had ordered all British and French ships to quit his ports within three days, this fleet established a blockade of the Dutch coast, and laid an embargo on all Dutch shipping. The blockade ceased in December when the French captured the citadel of Antwerp.

In 1849 the "Dee" was employed in the suppression of East African slavery, and destroyed Arab stockades and dhows in the Angoxa River.

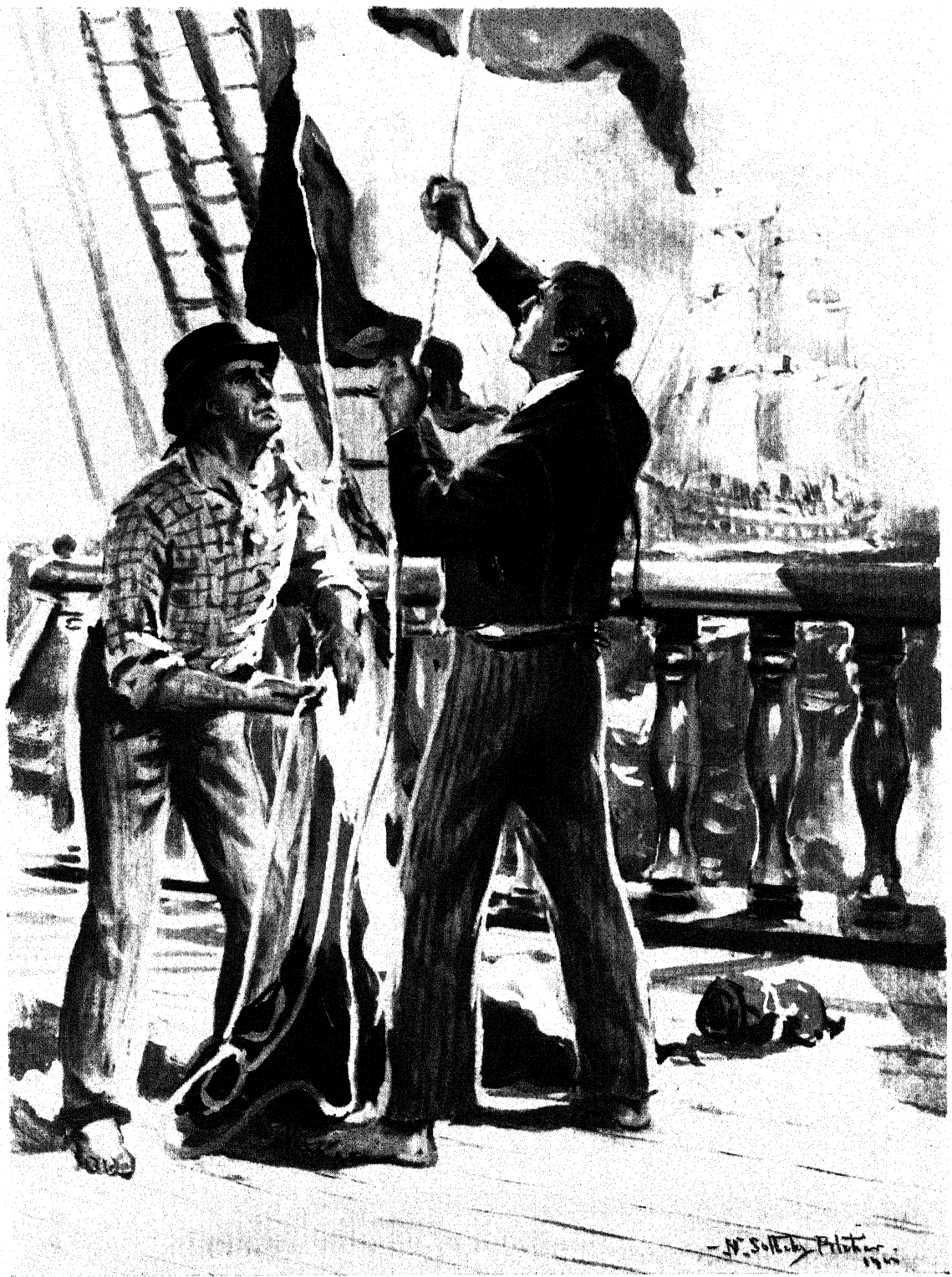
In 1871 the "Dee" was broken up.

The third "DEE" was a twin-screw 3-gun gunboat, launched at Jarrow in 1877. She was of 363 tons, 330 horse-power, and 9 knots speed. Her length, beam, and draught were 110 ft., 34 ft., and 7 ft.

In 1902 the "Dee" was sold.

OUR NAVAL SEAMEN
UNDER JERVIS, DUNCAN, AND NELSON
Circa A.D. 1800

SIGNALLING AT SEA

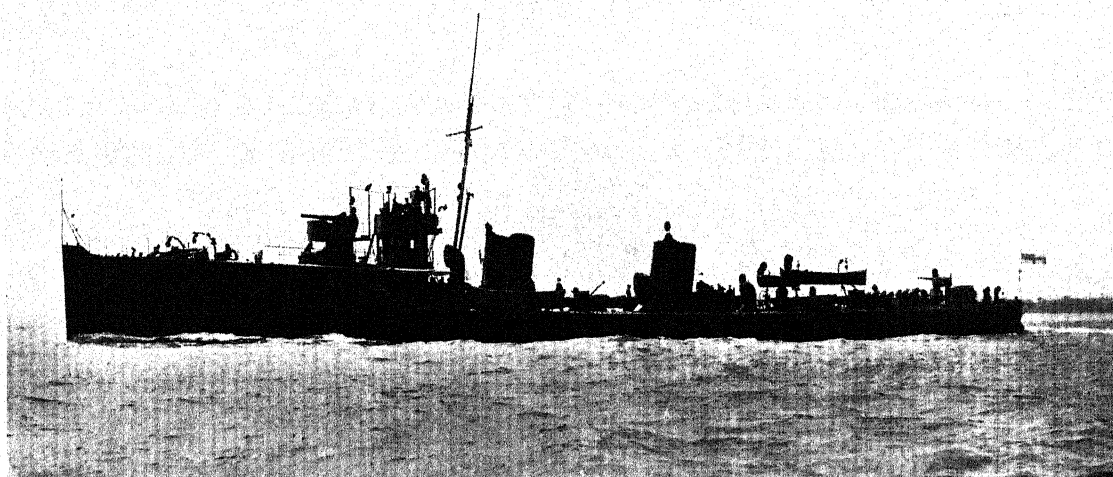


THE KING'S SHIPS

The fourth "DEE" is a twin-screw torpedo-boat destroyer, built at Palmers' yard at Jarrow and launched on the Tyne in 1903. She is of 545 tons, 7000 horse-power, and 27 knots speed. Her length, beam, and draught are 225 ft., 23 ft., and 10 ft.

In September 1905 the "Dee," while commanded by Lieutenant and Commander Harold E. Sullivan, and in company with the "Exe," demonstrated her good qualities by successfully passing through a severe typhoon between Wei-hai-wei and Shanghai. At the beginning of the passage the barometer stood at 30.20, and there was only a slight breeze. In two days the glass had dropped to 27.78 and the wind had increased to force 11. By the third day the barometer and wind were both normal.

An observer in the "Exe," who was watching the "Dee," noted that "... The extraordinary attitudes she assumed, and the conditions she went through, were more interesting



THE FOURTH "DEE."

From the photograph by Ernest Hopkins.

than re-assuring. At times she would be poised on the crest of a sea, her fore part high and dry (so to speak), leaving her keel visible up to the conning tower; the after part also naked, showing her propellers racing in the air. Then she would take a dive, an intervening wave would blot out this merry picture, and then to one's relief as the wave passed by, a mast would appear waving on the other side until, thank goodness, one would catch sight of her funnels and then her hull, still above water. . . ."

The "Dee" was sighted at a bad period of the typhoon by a passing mail steamer. The passengers gave the little ship up as lost, and it is said that a clergyman among them offered up prayers for the repose of their souls.

The commanding officer of the "Dee" was much struck by the contrast afforded by the blue sky and comparative calm which he experienced in the centre of the storm, and by the number of kingfishers and other land birds which took refuge on board the ship when she got into this calm vortex. The ship was in a situation of considerable peril for some forty-eight hours, and was only saved by the good work of her builders, and the seamanlike skill of her Commander. The whole affair reflected the greatest possible credit on the British destroyer officers, and the reader who wishes to read fuller details will find them in the second edition of Admiral Sir Christopher Cradock's *Whispers from the Fleet*, where they appear in the form of a letter from Commander Allan F. Everett of the "Exe," who was the senior officer of the two vessels.

DEFENCE

ROYAL DEFENCE

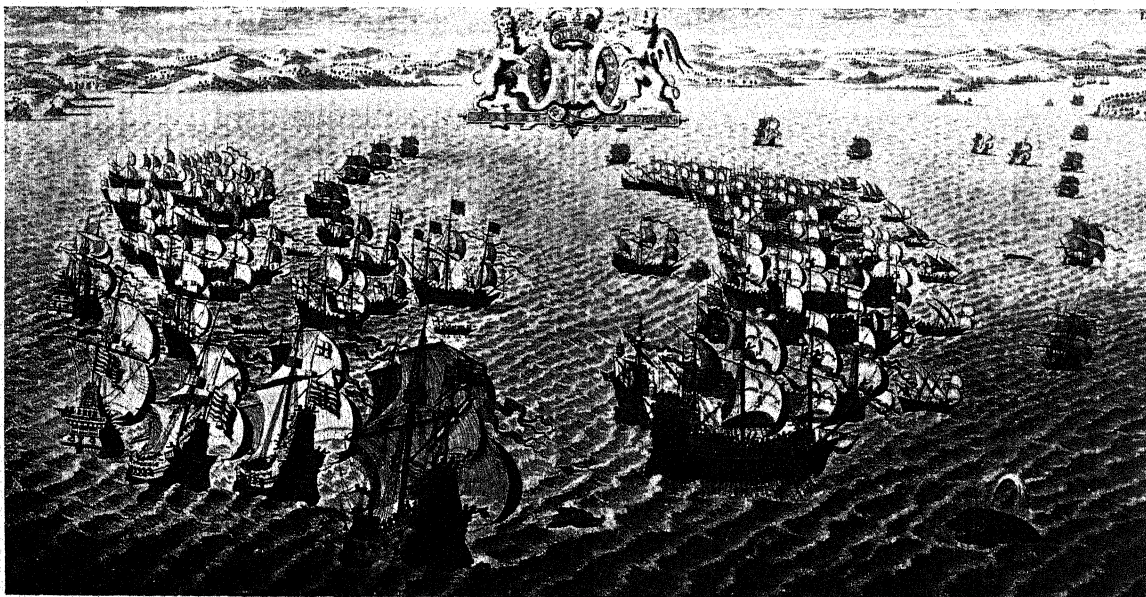
The Campaign of the Spanish Armada—			
Minor services	1588	" Whom the Lord loveth He chasteneth " . . .	1794
The Elizabethan War with Spain—		" How dare you, sir, at this awful moment " . . .	1794
The Earl of Cumberland's tenth expedition	1598	Hotham's action off Hyères	1795
Captured the Island of Lanzarote	1598	The battle of the Nile	1798
The capture of San Juan de Puerto Rico	1598	The blockade of Cadiz	1799
The War of American Independence—		Assisted to capture French " Nochette "	1800
Rodney's action with Spaniards off Finisterre	1780	Boat attack at Bourgneuf Bay	1800
Rodney's action with De Langara off St. Vincent	1780	Nelson's bombardment of Copenhagen	1801
Darby's relief of Gibraltar	1781	Captured French " L'Enfant Carnival "	1801
Hughes's action with De Suffren off Cuddalore	1783	The battle of Trafalgar	1805
The Wars of the French Revolution and Empire—		Captured Spanish " San Ildefonso "	1805
The Glorious First of June	1794	Gambier's bombardment of Copenhagen	1807
The Fighting Puritan	1794	The blockade of Lisbon	1807
		The Walcheren Expedition	1809
		The chivalrous wreck	1811
		The King Emperor's visit to India	1911-2

DEFENCE.—The act or the art of defending. The defendant's reply to the plaintiff's declaration. A work that flanks another. Fortification, protection, or vindication.

The first " DEFENCE " in the Naval Service was named the " Royal Defence." She was of 160 tons, and had a crew of 80 men.

In 1588, under the command of Captain John Chester, the " Royal Defence " took part in the campaign of the Spanish Armada, for which service she was fitted out, and her crew were paid, by the city of London.

In 1598 the " Royal Defence," under the command of Captain Henry Bromley, took part in the tenth, last, and most ambitious of the numerous privateering expeditions fitted out by that distinguished maritime adventurer, the Earl of Cumberland. The earl flew his flag in " Scourge of Malice," at the head of 20 sail of ships, a force more formidable than had ever

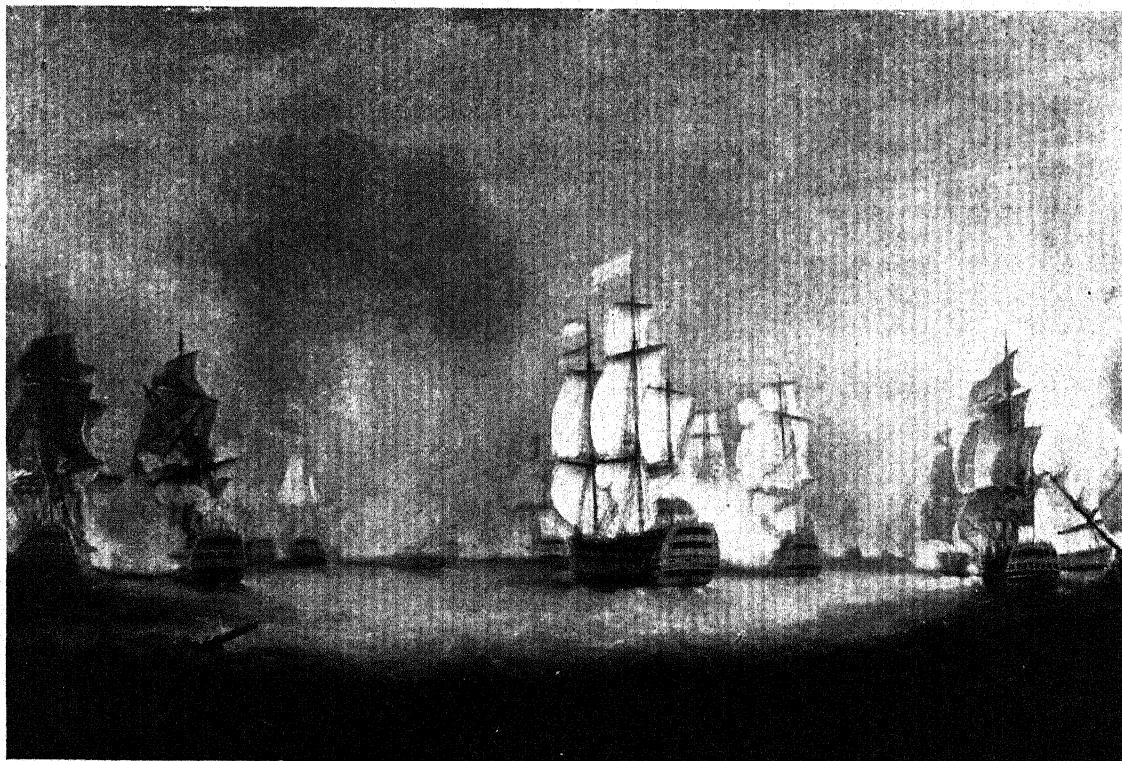


Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

THE ARMADA PURSUED OFF FOWEY.

before been assembled by one of the Queen's subjects. The squadron sailed from Plymouth on March 6th, 1598. At the beginning of the voyage, a Hamburg merchantman, a French ship laden with salt, and two Flemish ships laden with corn were captured. The expedition then proceeded to the Canaries, captured and plundered the Island of Lanzarote, and sailed for the West Indies. On June 6th the privateers arrived off San Juan de Puerto Rico, landed a thousand men, and after one repulse, captured the place, together with two vessels that lay in the harbour. They then captured a Spanish caravel from the Island of Margarita and sailed for the Azores. The next capture was a ship from Angola with a cargo of negroes. The expedition suffered severely in a storm and reached England in October. It would probably have been more successful had the earl taken greater pains to keep secret his object and his movements.



Painted by R. Paton.

RODNEY DEFEATS LANGARA.

The Painted Hall, Greenwich.

The second "DEFENCE" was a 14-gun ketch of 70 tons, built at Bombay for the Bombay Marine in 1741. She carried a crew of 60 men.

The third "DEFENCE" was a 74-gun ship built at Plymouth in 1763. She was of 1602 tons, and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., 18 ft.

In 1780 the "Defence," commanded by Captain Lord Cranstoun, was in an English fleet of some 21 ships of the line, and 11 frigates under Admiral Sir George Rodney with his flag in "Sandwich." They sailed from Plymouth on December 29th, 1779, for Gibraltar and the West Indies. At daylight on January 8th, 22 Spanish sail were sighted and were at once chased. After a few hours action they were all captured. Seven were men-of-war, chiefly frigates, and the remainder were merchant vessels laden with stores and provisions for the Spanish fleet at Cadiz. This action was fought about 300 miles west of Cape Finisterre; the British ships then proceeded towards Gibraltar.

On January 16th, close to St. Vincent, another Spanish squadron was sighted, consisting of 11 ships of the line and 2 frigates under Admiral Don Juan de Langara. The English ships at once chased, and at 4 P.M. the leading ships got into action. At 4.30 a Spanish 70 blew up

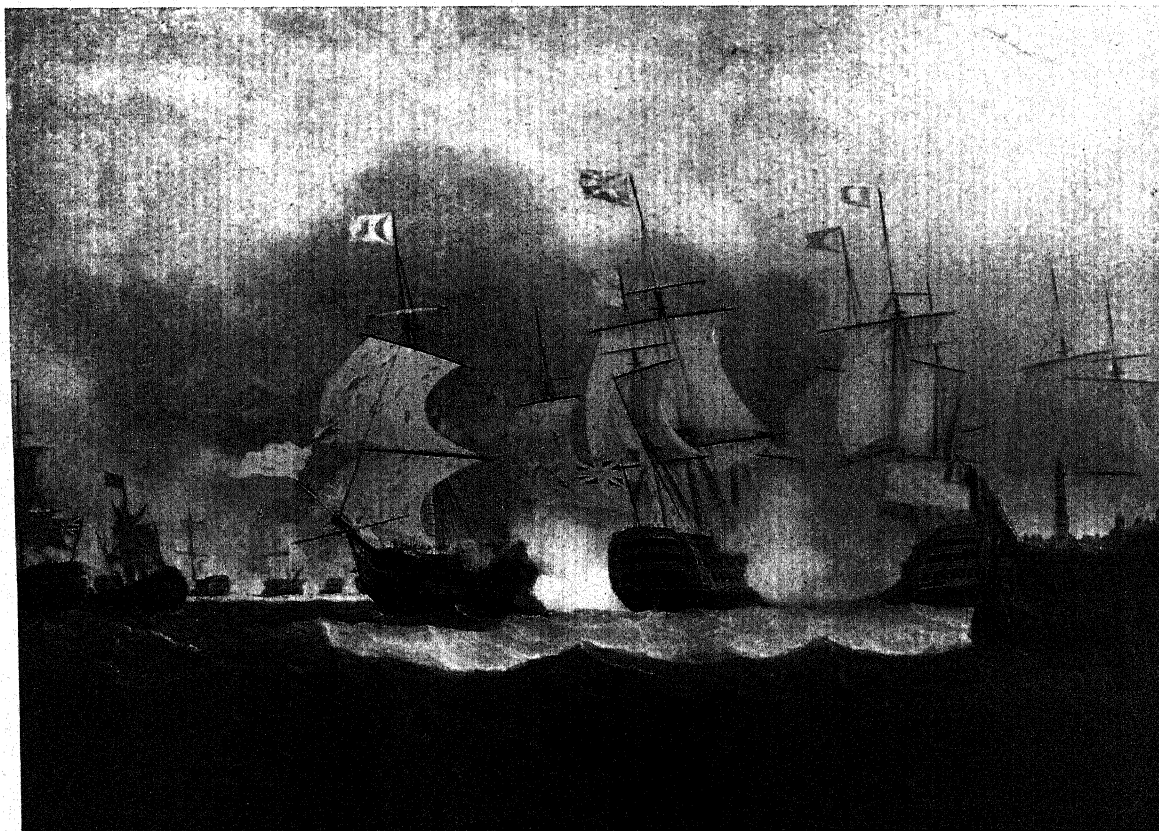
THE KING'S SHIPS

DEFENCE

with all on board, and at 6 another struck. A night action followed, and at 2 A.M. the Spaniards surrendered. Besides the one blown up, six Spanish ships were captured, but of these, two drove ashore and were lost. The "Defence" on this day lost 10 men killed and 21 wounded.

In April 1781 the "Defence" was one of a fleet of 29 ships of the line, which under Vice-Admiral Darby with his flag in "Britannia" effected the relief of Gibraltar. Accompanied by a large convoy they arrived at Gibraltar on April 12th, and landed the necessary warlike stores, but not without great opposition from the besieging Spaniards, and from a flotilla of single gun gunboats in the Bay. In one week the re-victualling was accomplished, and the relief effected, and the squadron then returned to England, arriving at Spithead on May 22nd.

On June 20th, 1783, the "Defence," under the command of Captain Thomas Newman,



Painted by T. Whitcombe.

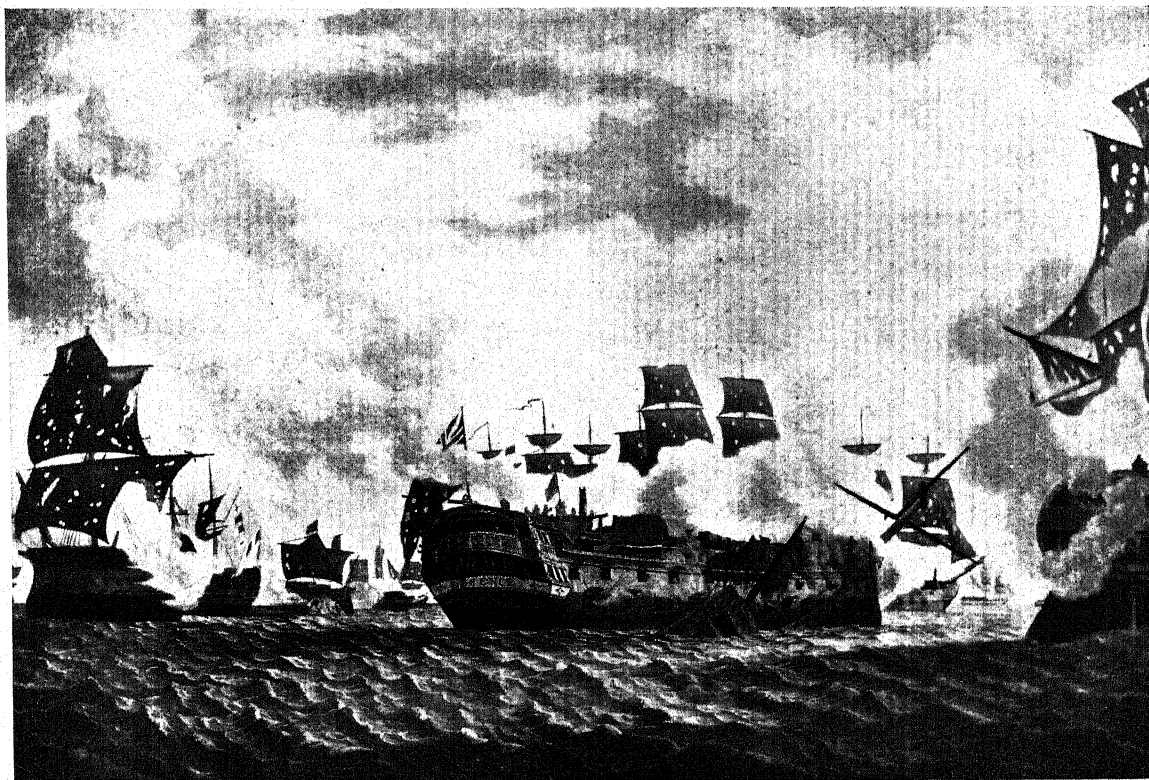
THE GLORIOUS FIRST OF JUNE.

The Painted Hall, Greenwich.

took part in the fifth action between Vice-Admiral Sir Edward Hughes and Admiral de Suffren. It was known as the battle off Cuddalore. The English fleet consisted of 21 and the French fleet of 18 vessels. The fleets met at 4 P.M. on June 20th, and the action lasted till 7 P.M. The curious point about this fight is that, unknown to either belligerent, it was fought five months after the preliminaries of peace had been signed. The French gained a victory strategically and tactically, though no ships were taken on either side. The English loss was 99 killed and 434 wounded, while the French had 102 killed and 386 wounded. The "Defence" lost 7 killed and 38 wounded. The French by this action prevented the reduction of Cuddalore.

On May 5th, 1794, the "Defence," commanded by Captain James Gambier, was off Ushant in a fleet of 25 ships, 7 frigates, 6 fireships, sloops, and hospital ships commanded by Admiral Earl Howe with his flag in "Queen Charlotte." Until May 28th Lord Howe searched for the French fleet, which consisted of 26 ships, 7 frigates, and 4 small craft, under Rear-Admiral Villaret-Joyeuse with his flag in "Montagne." On the 21st the English fleet captured a Dutch convoy, and on the 25th it took an American brig and two small French frigates. On the 28th the French fleet was sighted and was at once chased. A partial action began at 5 P.M. By 10 P.M. one French ship was disabled with 400 killed and wounded, but was rescued and towed

away. On May 29th a further action took place in which the French were badly mauled, and the British lost 67 killed and 128 wounded. On June 1st the British stood over to the attack, and the action began at 9.30. Howe's fleet, led by the "Defence," broke through the French line in most cases and engaged from leeward. The French at the beginning of the action opened a distant fire on the "Defence." She, however, got through the French line between the "Mucius" and the "Tourville," and was presently in the thick of the action. She was badly treated, and signalled for help, and was taken in tow by the "Phaeton," but before she did this she very pluckily engaged the "Impétueux" for ten minutes. By 11.30 the action was practically over, and the British had eleven, and the French twelve more or less dismasted vessels. The British lost 290 killed and 858 wounded, which included 3 captains killed and 3 admirals wounded. The French lost six ships captured, one sunk, and about 7000 men



After Lieut. A. Becher, R.N. Engraved by R. Dodd.

Commander Sir C. L. Cust, Bart., R.N., etc.

THE THIRD "DEFENCE" AFTER THE FIRST OF JUNE FIGHT.

killed, wounded, or prisoners, on this the Glorious First of June 1794. The "Defence" lost 18 killed, including the master, and 39 wounded.

Captain Gambier was a fighting Puritan, and encouraged religious exercises on board the ship, making the "Defence" a source of irritation and laughter in the fleet and raising doubts as to how her crew would behave in action. They cleared up these doubts, and as she lay a riddled and dismasted hulk, the "Invincible" bore down, and Captain Pakenham, a rattling good-humoured Irishman, shouted, "Well, Jimmy, I see you are pretty well mauled; but never mind, Jimmy, whom the Lord loveth He chasteneth." There is another story told of the "Defence." The lieutenant of the after part of the main deck seeing a great three-decker (the "Républicain") suddenly bearing down upon the "Defence," and struck with a kind of momentary panic, ran up on the quarter-deck and addressed the Captain thus: "Damn my eyes, sir, but here is a whole mountain coming upon us; what shall we do?" Captain Gambier, who was quite unmoved, looked gravely at him and said in a solemn voice, "How dare you, sir, at this awful moment come to me with an oath in your mouth? Go down, sir, and encourage your men to stand to your guns like brave British seamen."

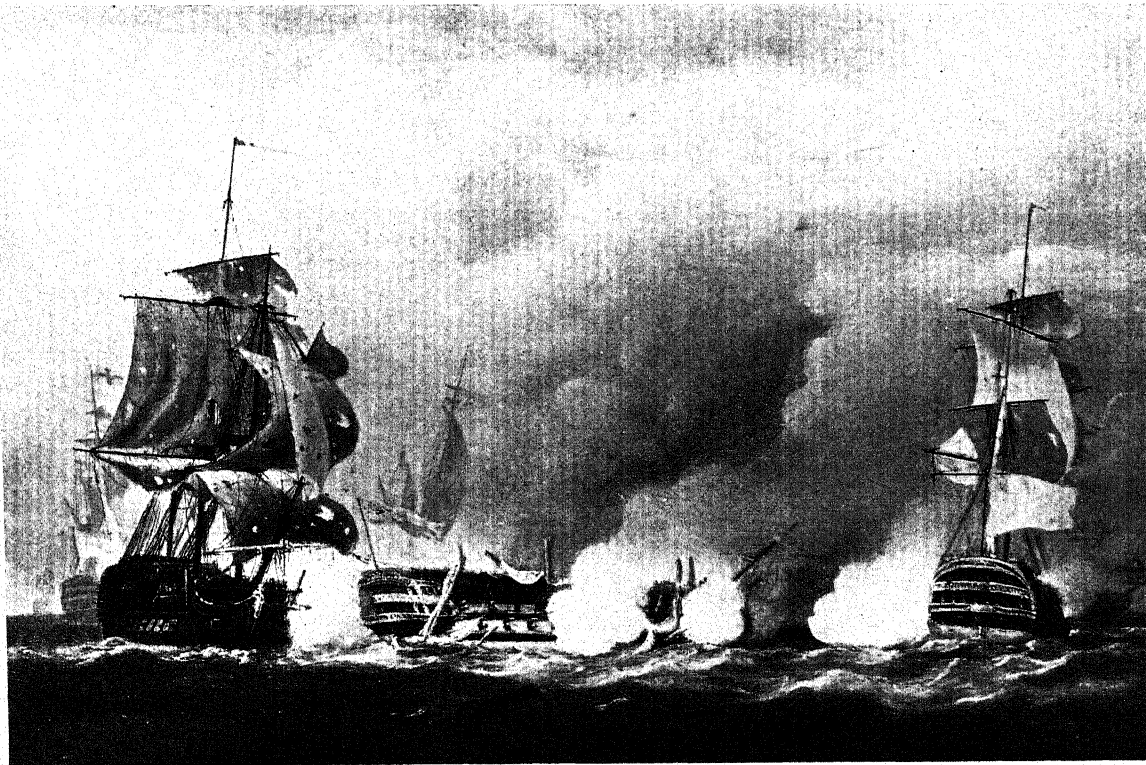
On July 9th, 1795, the "Defence," commanded by Captain Thomas Wells, was one of a

THE KING'S SHIPS

DEFENCE

combined British and Neapolitan fleet of 32 sail in all under Admiral Hotham with his flag in "Britannia." Commodore Horatio Nelson on the 7th had discovered the French off Cape de Melle, and was chased to San Fiorenzi, where he gave information to the Admiral. The French fleet consisted of 23 ships under Vice-Admiral Martin. On July 13th the French fleet were sighted off Hyères, and the British at once chased. The action began at 12.30 P.M. At 2 P.M. a French ship struck her colours, and at 3 P.M. Admiral Hotham stopped the action. The British lost 11 killed and 28 wounded, and captured one ship. The "Defence" lost 1 killed and 6 wounded. Admiral Hotham's decision to cease fighting was severely criticised.

In 1797 the "Defence" was involved in the mutiny at Spithead. The men complained of low wages, insufficient leave, poor provisions, neglect of the sick, and that they were not paid while suffering in hospital. The Admiralty granted most of the requests, and the King



Painted by N. Pocock.

The Painted Hall, Greenwich.

THE THIRD "DEFENCE" AFTER THE FIRST OF JUNE FIGHT.

pardoned the offenders. There was a great deal to be said on the men's side, and they behaved very moderately. Captain Thomas Wells of the "Defence" was turned ashore by the mutineers.

The "Defence" was then sent out to join the fleet commanded by Admiral the Earl St. Vincent, and that she was still giving trouble is evidenced by the following letter from the Commander-in-Chief to Vice-Admiral Sir Charles Thompson, Bart.:

H.M.S. "VILLE DE PARIS," OFF CADIZ, *August 28th, 1797.*

SIR,—Captain Wells, of His Majesty's ship the "Defence," having represented to me that George Galway, gunner's mate, and James Barrack, boatswain's mate, of the said ship, came to him yesterday with a message from the ship's company that it was their desire James Stride, cook of her, should be tried on board that ship, I desire you will take the earliest opportunity to visit the "Defence," and inform the ship's company that I consider their conduct upon this occasion as highly reprehensible, and that they put the lives of their two messengers at hazard by sending them on so seditious an errand, and that it behoves them to be more circumspect in their conduct, and instead of aiding and abetting these murmurings and unworthy suspicions, it is their duty to make discovery of them immediately, concealment of mutiny or sedition being, to all intents and purposes, the same crime as an act of either.—I have, etc., etc., ST. VINCENT.

A few days later the Earl St. Vincent, in writing to the secretary of the Admiralty, remarks:

I am sorry, however, to observe that there has been a disposition in the "Defence" . . . to make

occasional appeals to the people, which I hope the execution of Michael Redden and the removal of some evil spirits from the "Defence" will put a stop to. . . .

It was on the occasion of this last-mentioned execution that the Commander-in-Chief thought it necessary to make the following order, since published in full :

TO REAR-ADMIRAL SIR WILLIAM PARKER—

Most secret and confidential, not to be divulged to any one now, nor in future, unless necessary to put it in force.

"VILLE DE PARIS," OFF CADIZ, September 4th, 1797.

SIR,—It being necessary to take every precaution against any attempt to delay or defeat carrying the sentence of the court-martial into execution, on board His Majesty's ship "Defence," this morning, I have ordered all the launches in the fleet, fitted with carronades, to have them mounted, and to hold them in readiness at a minute's warning ; and, should any resistance be made to carry the sentence of the law into execution, of which immediate notice will be given to you, it is my direction that you assume the command of them, taking the captains of your division in their barges to your assistance, and that you fire into that part of His Majesty's ship the "Defence" where the persons resisting or refusing obedience to lawful commands may dispose of themselves, and continue your fire until they submit.—I have the honour, etc.,

ST. VINCENT.

On September 18th, 1798, nineteen seamen of the "Defence" were sentenced to death for mutiny, and six to flogging and imprisonment for the same offence.

In 1798 the "Defence," commanded by Captain John Peyton, was one of a fleet of 14 vessels under Rear-Admiral Sir Horatio Nelson, with his flag in "Vanguard," which utterly defeated the French fleet at the battle of the Nile. The French, under Brueys with his flag in "Orient," consisted of 17 ships, 2 brigs, 3 bombs, and several gunboats. Nelson, with his fleet, chased and searched for three months, starting at Cadiz on May 2nd, and eventually found the French fleet at anchor in the Bay of Aboukir on August 1st at 1 P.M. Standing into the Bay at 5.30, Nelson formed line of battle, and at 6 P.M. the action began by the British attacking the French van and centre while they anchored by the stern. The "Culloden" grounded while coming into harbour, and was unable to take a part in the action. The "Defence" attacked the "Peuple Soverain" and soon drove her from her position, and then attacked the "Franklin," which was soon silenced with a loss of her main and mizzen-masts. At 10 P.M. the French flagship "Orient" blew up, having caught fire an hour previously. The action continued through the night, and at 6 A.M. four French ships escaped under Rear-Admiral Villeneuve. The British lost 218 killed and 678 wounded, which included one captain killed and Admiral Nelson and other officers wounded. The French lost in killed, wounded, burned, drowned, and missing, about 3500, which included among the killed Vice-Admiral Brueys and four captains. Of the French ships 9 were captured, 3 were burned, and 4 escaped. Three of the prizes were eventually burned as useless. Nelson's popularity had been under a cloud, but he was now given a barony, a pension of £3000, and a present of £10,000 from the East India Company. The first lieutenants of all ships were promoted, and the British and Irish Houses of Parliament voted thanks to the whole fleet. The "Defence" lost 4 killed and 11 wounded.

In 1799 the "Defence," commanded by Captain Lord H. Paulet, was engaged in the blockade of Cadiz.



After F. Chesam.
Engraved by W. Ellis.

Royal United Service Institution.

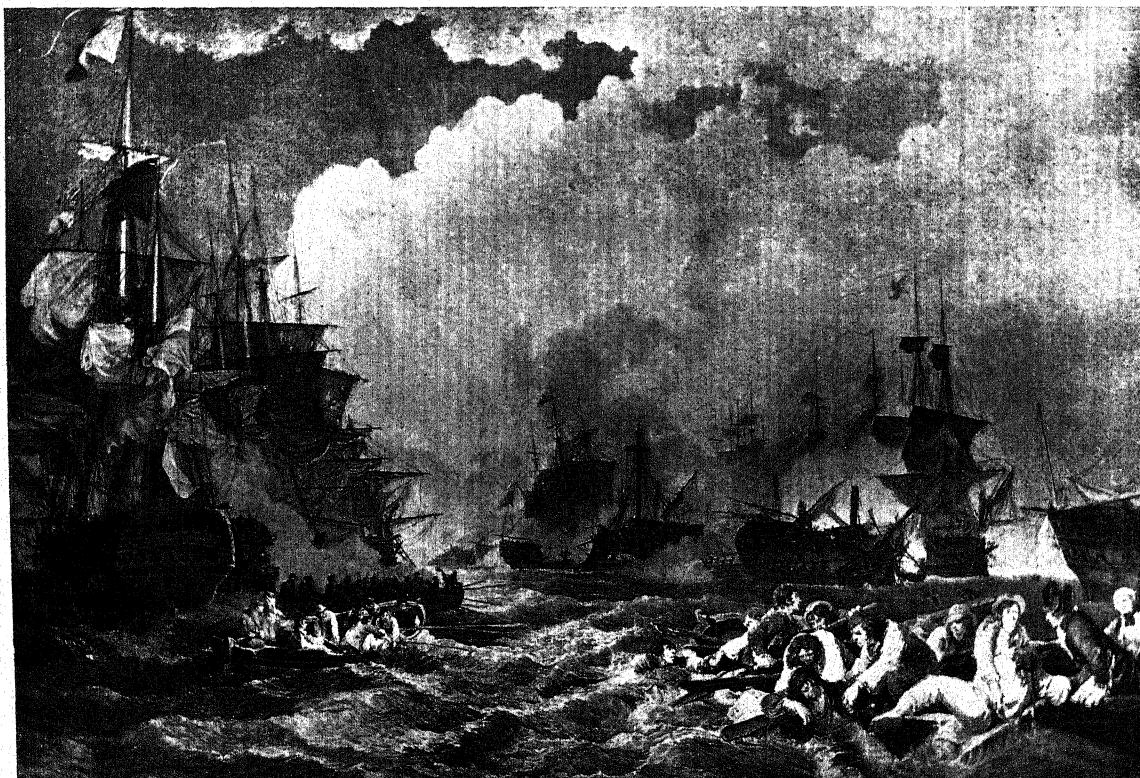
THE THIRD "DEFENCE" AT NILE.

THE KING'S SHIPS

DEFENCE

On July 2nd, 1800, the boats from the "Defence," assisted by those from the "Renown" and "Fishguard," attacked and destroyed the French 20-gun ship "Thérèse" in Bourgneuf Bay. A 12-gun lugger, two 6-gun gunboats, and a 6-gun cutter were burned at the same time. The French gunboat "Nochette" had been taken a few days previously.

In 1801 the "Defence," commanded by Captain Lord Henry Paulet, was in a fleet of 24 ships, 7 bombs, 2 fireships, and 6 gun brigs, commanded by Vice-Admiral Lord Nelson with his flag in "Elephant," which took part in the battle or bombardment of Copenhagen. The fleet forced a passage of the Öre Sound on March 30th, and after encountering various navigational difficulties, anchored under fire opposite Copenhagen on April 3rd. The Danish defences, besides forts, consisted of 18 men-of-war, armed hulks, and floating batteries, moored in a 1½ mile line opposite the town. Two British men-of-war ran aground, and the six brigs were



Painted by P. J. de Loutherbourg, R.A.

THE BATTLE OF THE NILE.

Royal United Service Institution.

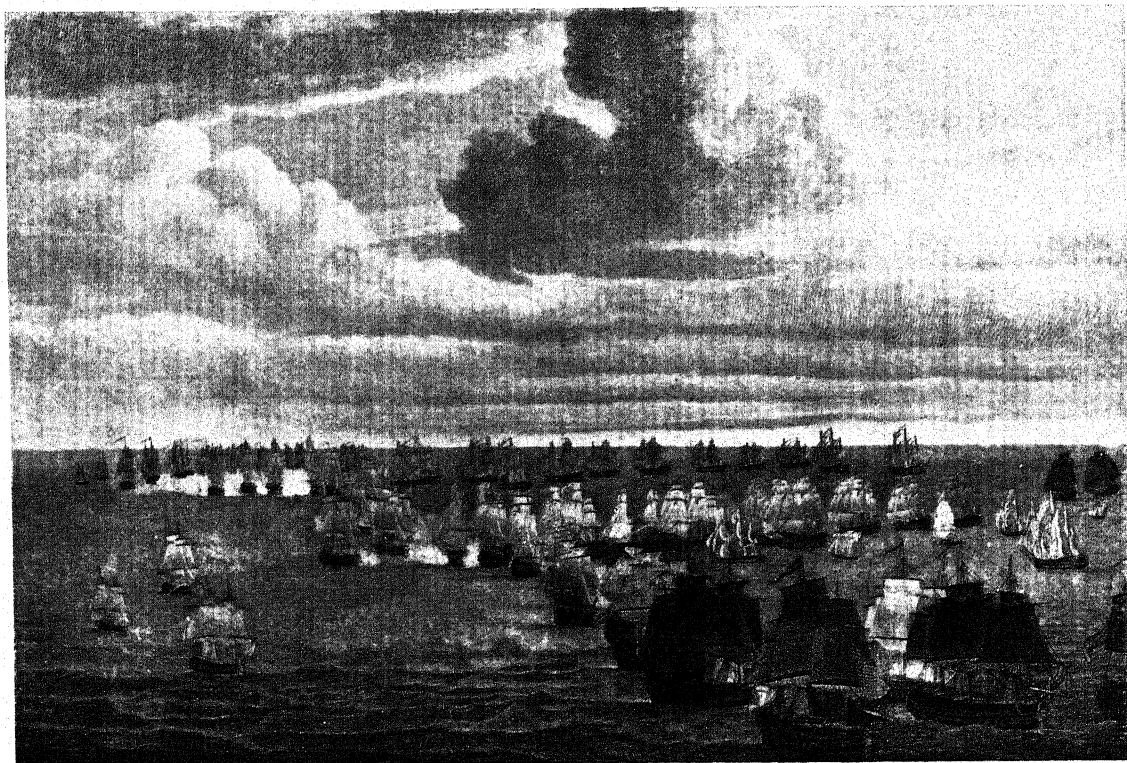
unable to get into action owing to tide. The action began at 10 and was general at 11.30. A furious cannonade followed, during which time Nelson put his blind eye to his telescope when advised by the Commander-in-Chief four miles away to discontinue the action. When Nelson disregarded this advice the "Defence" and two other ships were despatched to assist the Vice-Admiral by Admiral Sir Hyde Parker. By 3.30 P.M. letters were exchanged under flags of truce and the fighting ceased, most of the Danish ships and forts being silenced. The Danes lost in killed, wounded, and prisoners, about 6000 men. The British fleet lost 255 killed and 688 badly wounded. Fourteen Danish ships were captured, burned, blown up, driven on shore, or otherwise taken from the enemy. A fourteen-weeks' armistice was then agreed to. The Danes mounted 696 guns on this occasion against the British 1014 guns and carronades. The approach of the "Defence" and her two consorts acted as a further menace to the enemy, and assisted to induce the Danes to bring the hostilities to a conclusion. Nelson was elevated to the dignity of Viscount for this victory.

In 1801 the "Defence" captured the French 14-gun privateer "L'Enfant Carnival" off Lisbon.

On October 21st, 1805, the "Defence," commanded by Captain George Hope, took part in the battle of Trafalgar. The English fleet consisted of 27 ships, 4 frigates, and 2 small craft

THE KING'S SHIPS

under Vice-Admiral Lord Nelson with his flag in "Victory." The Franco-Spanish fleet consisted of 33 ships, 5 frigates, and 2 small craft under Vice-Admiral Villeneuve and Admiral Don Frederico Gravina. At daybreak the enemy were discovered 11 miles to leeward. The British fleet stood down to the attack in two lines, and the French opened fire on the leader of the lee line at noon. At 12.10 Vice-Admiral Cuthbert Collingwood broke the enemy's line, and at 1 P.M. Lord Nelson did the same. As soon as the light wind permitted, the remaining British ships came up and engaged, and by 1.30 the battle was at its height. The "Defence," as fourteenth ship of the lee column, was very late getting into action. She first engaged the French "Berwick" and then attacked the Spanish "San Ildefonso," which struck after an hour's action. At 1.25 P.M. Lord Nelson was mortally wounded while walking the "Victory's" quarter-deck with his flag-captain, and by 3 P.M. the firing had diminished. At



After N. Pocock. Engraved by J. Fittler.

THE ATTACK AT TRAFALGAR.

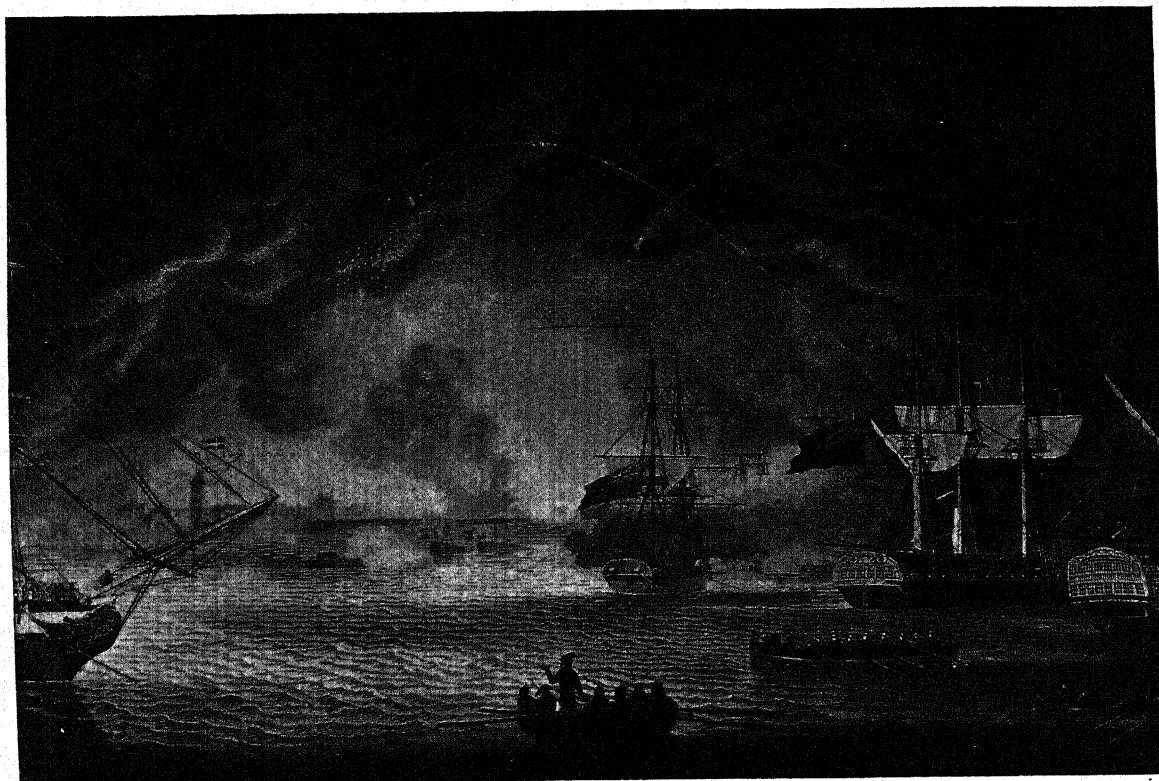
British Museum.

4.40 P.M., having learned of the completeness of the victory, the British Commander-in-Chief quietly and without a struggle ceased to breathe. By 5 P.M. the fight was over, the fleet being 8 miles N.W. by W. of Trafalgar. The British lost 449 killed, which included Vice-Admiral Lord Nelson, 2 captains, and 34 officers; and 1241 wounded which included 106 officers. The British ships suffered severely in the hulls, and many were wholly or partially dismasted. The Franco-Spaniards lost 18 ships captured, of which 1 blew up. It appears that the enemy lost about 7000 killed and wounded, which included two admirals and seven captains killed. The remainder of the allied fleet managed to escape, and six months afterwards the French commander-in-chief, Vice-Admiral Villeneuve, died at Rennes (it is said by his own hands), and was buried without military honours. Of the 17 prizes 2 sank, 6 were wrecked and lost in a storm after the battle, 2 were burned, and 1 was destroyed. The eldest surviving brother of Lord Nelson was created an earl with £5000 a year settled on the title in perpetuity, and given £99,000 to buy an estate. An annuity of £2000 was assigned to Lady Nelson, and a sum of £15,000 was given to each of his two sisters. Vice-Admiral Collingwood was created a Peer with £2000 a year, and Flag-Captain Thomas Masterman Hardy was made a Baronet. A large number of lieutenants were promoted, and the fleet received the thanks of both Houses of Parliament. The "Defence" lost 7 killed and 29 wounded.

THE KING'S SHIPS

DEFENCE

In 1807 the British Government observed that Napoleonic scheming tended to coerce Denmark into hostility against England. Accordingly a fleet of 65 vessels under Admiral Gambier, with his flag in "Prince of Wales," was despatched against Denmark, and they anchored about four miles from Copenhagen in August, and established a blockade. The "Defence," commanded by Captain Charles Ekins, joined the fleet on August 9th. A large army of men under General Lord Cathcart were landed and laid siege to the city of Copenhagen. On the 23rd a flotilla of 25 small bombs, mortar boats, and gunbrigs attacked Copenhagen from seaward, while the army got ready their batteries against the town. After much firing the Danes capitulated and surrendered their entire fleet of 70 vessels to the English. The big ships took no part in the engagement. The Naval loss in the small vessels was only 4 killed and 13 wounded, while the army lost about 200 killed, wounded, and missing. The fleet received the



After R. Dodd.

GAMBIER'S BOMBARDMENT OF COPENHAGEN.

British Museum.

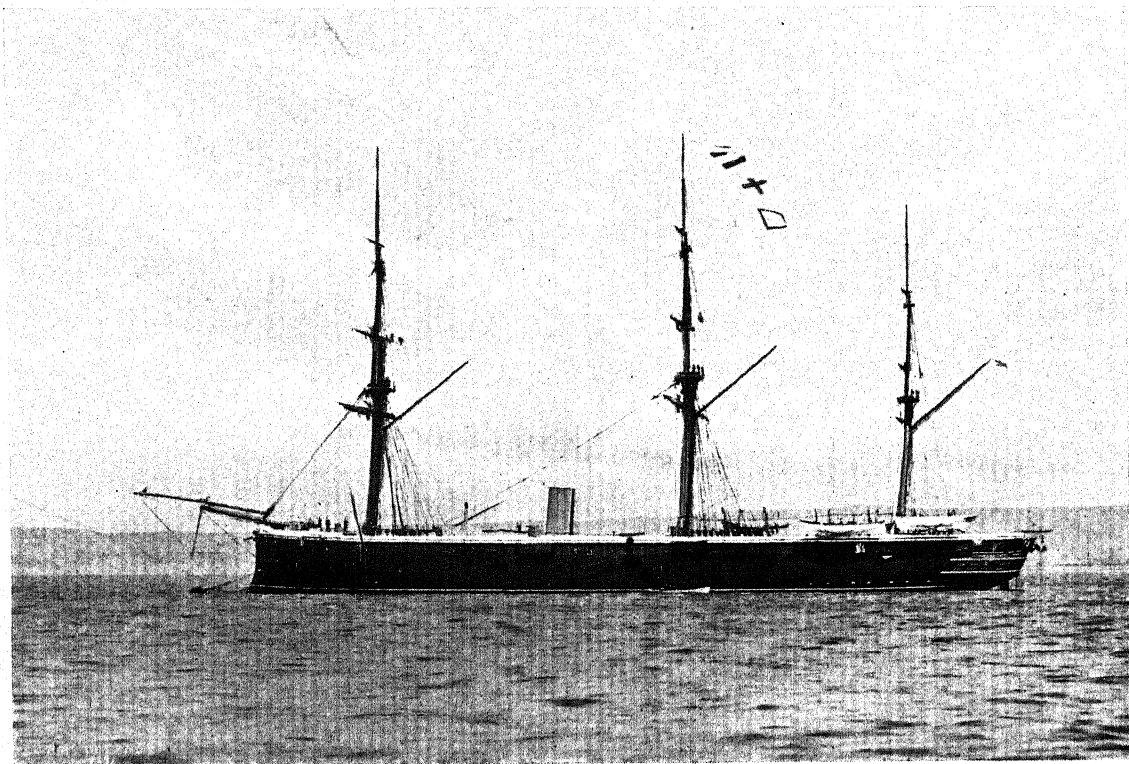
thanks of Parliament, Admiral Gambier was given a peerage, and Vice-Admiral Stanhope a baronetcy on account of these operations.

During the last months of 1807, the "Defence," commanded by Captain Charles Ekins, took part in the blockade of Lisbon.

In July 1809 the "Defence," commanded by Captain David Atkins, sailed from the Downs in a fleet of 246 men-of-war of various kinds commanded by Rear-Admiral Sir Richard Strachan with his flag in "Venerable." Four hundred transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde, and at Antwerp; to demolish the dockyards at Antwerp, Flushing, and Ter Neuze; and to render the Schelde no longer navigable for big French ships. This affair was of a Military rather than a Naval character. The fleet assisted by bombarding and the landing of a Naval Brigade, in the capture of the island of Walcheren, and in the bombardment, siege, and capture of Flushing. But the Earl of Chatham was fonder of his own personal comfort than of work, and after the Island of Walcheren with its batteries, basins, and arsenals had been reduced the British forces withdrew.

On December 24th, 1811, after some minor services in the Baltic, the "Defence," com-

manded by Captain David Atkins, was wrecked, and lost on the coast of Jutland, 593 men being lost out of 597. The "St. George," with Rear-Admiral Robert Carthew Reynolds, had gone ashore, which circumstance was reported to Captain Atkins by the master of the "Defence." . . . The Captain enquired whether the Admiral had made the signal to part company; upon being answered in the negative, he replied, "I will never desert my Admiral in the hour of danger and distress." Shortly afterwards the "Defence" too struck. The sea swept completely over the "Defence," and the masts had to be cut away. Minute-guns were fired, but the guns soon broke adrift. The waves forced numbers of the men down the hatchways. The booms were washed away, and with them nearly one hundred men who were clinging to the different spars. The guns, which had broken loose, crashed from side to side, killing and maiming those who could not get out of their way. The boats were all stove in



THE SEVENTH "DEFENCE."

From the photograph by H. J. Symonds.

except the pinnace. Twenty men got into her, but she capsized, and all perished. Another sea lifted a spare anchor and threw it up on end, and in its fall upon the forecastle it killed about thirty men. The Danes behaved with great kindness to the survivors, and also attended to the burial of all the bodies that were washed ashore, including that of Captain David Atkins, whom they subsequently exhumed and placed in a vault with the honours of war.

The fourth "DEFENCE" was a 74-gun ship, launched at Chatham in 1815. She was of 1754 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 18 ft.

This vessel ended her days as a convict ship at Woolwich, and she was broken up in 1857.

The fifth "DEFENCE" was a 60-ton coastguard cutter, dating from 1835.

In 1847 the "Defence" was sold.

The sixth "DEFENCE" was a 60-ton coastguard cruiser, launched in 1848.

In 1869 the "Defence" was sold for £391.

THE KING'S SHIPS

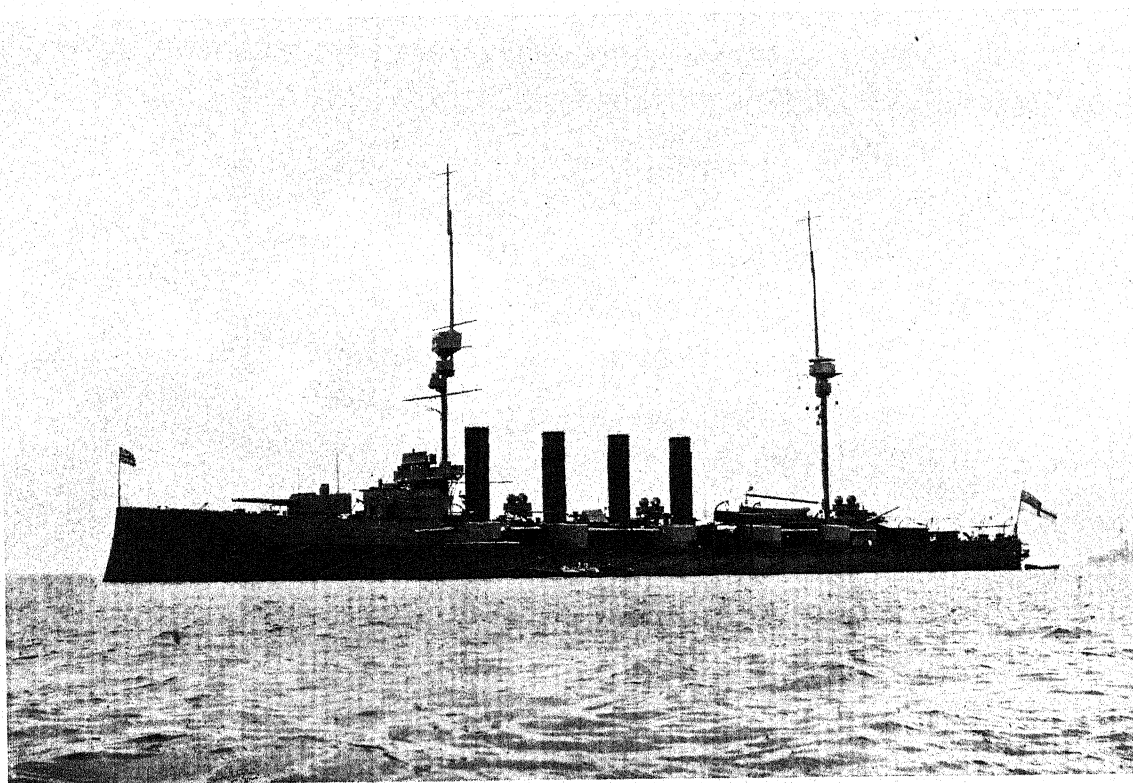
DEFENCE

The seventh "DEFENCE" was a 16-gun screw battleship, launched at Jarrow in 1861. She was of 6150 tons, 2600 horse-power, and 11 knots speed. Her length, beam, and draught were 280 ft., 54 ft., and 26 ft.

For many years the "Defence" acted as coastguard ship at Holyhead, but her name was eventually changed to "Indus," and she acted as a mechanician's training-ship at Plymouth.

The eighth "DEFENCE" is a 14-gun twin-screw cruiser, launched at Pembroke in 1907. She is of 14,600 tons, 27,000 horse-power, and 23 knots speed. Her length, beam, and draught are 490 ft., 74 ft., and 26 ft.

From November 1911 to February 1912 the "Defence," commanded by Captain Henry H. Bruce, had the honour of acting as one of the escort to H.M.S. "Medina." The "Medina," flying the Royal Standard, was conveying the King Emperor, His Majesty King George the Fifth, to India, where His Majesty's Coronation Durbar was held at Delhi on December 12th, 1911.



From the photograph by Ernest Hopkins.

THE EIGHTH "DEFENCE."

DEFIANCE

The Campaign of the Spanish Armada— The battles in the Channel	1588	The War of Jenkins's Ear and of the Austrian Succession— Vernon's attack on Cartagena	1741
The Elizabethan War with Spain— Action with Spanish fleet off the Azores	1593	Captured French "Embuscade"	1746
A sporting master gunner	1596	Anson's action with De la Jonquière off Finisterre	1747
The capture of Villa Franca	1597	Hawke's action with De l'Etenduère off Ushant	1747
Rapid mobilisation	1599	The Seven Years' War— Assisted to capture French "Lys"	1753
Siege and capture of Kinsale	1601	Byng's action with French off Minorca	1756
Action with Spanish fleet off Terceira	1602	Hawke's action with De Conflans in Quiberon Bay	1759
The ship-money fleets	1636-7	The capture of Havana	1762
The second English Civil War— Served with the Royalist fleet	1652	Captured Spanish "Venganza" and Spanish "Marte"	1762
The second Dutch War— The St. James's Fight	1666	The War of American Independence— Keppel's action with D'Orvilliers off Ushant	1778
The War of the English Succession— The battle of Bantry Bay	1689	The capture of Port Royal, Savannah	1780
The battle of Beachy Head	1690	The capture of Charleston, South Carolina	1780
The battles of Barfleur and La Hogue	1692	The Wars of the French Revolution and Empire— Nelson's bombardment of Copenhagen	1801
Harlow's action with De Pointis	1697	Calder's action off Ferrol	1805
The War of the Spanish Succession— Benbow's action with Ducasse in the West Indies	1702	The blockade of Cadiz	1805
Action with French ships off Malaga	1710	The battle of Trafalgar	1805
Norris's expedition to the Baltic	1718	Captured French "Aigle"	1805
Operations in the Baltic	1719-21	The blockade of Rochefort	1808
		Assisted to destroy French "Italienne," French "Calypso," and French "Cybèle"	1808

DEFIANCE.—A challenge to fight; a challenge to meet in any contest; contempt of, or opposition to, danger.

The first "DEFIANCE" was a small pinnace.

She took part in the campaign of the Spanish Armada 1588, under the command of Captain William Cope, who was killed on July 23rd.

The second "DEFIANCE" was launched in 1590, and was of 500 tons. Her length, beam, and draught were 92 ft., 32 ft., and 15 ft.

She carried 150 mariners, 30 gunners, 70 soldiers; total 250. Her heavy armament was as follows: 14 culverins, 14 demi-culverins, 6 sakers = 34. Her light armament: 2 portpieces, 4 portpiece chambers, 2 fowlers, 4 fowler chambers = 12; total 46 guns.

In 1591 she flew the flag of Lord Thomas Howard in a squadron of seven Naval vessels, six victuallers, and some pinnaces, and remained in the neighbourhood of the Azores for six months. She took part in the great fight with the Spanish fleet on August 31st. It was on this day that the "Revenge," commanded by Sir Richard Grenville, fought her great fight against the overwhelmingly superior Spanish fleet. The "Defiance" could not go to her assistance, as she was engaged against the Spaniards elsewhere.

In 1595 the "Defiance" flew the flag of Sir Francis Drake in a squadron of six ships, designed to act against the Spanish possessions in the West Indies. They left Plymouth on August 28th and attacked San Juan de Puerto Rico, but were repulsed, and Sir John Hawkyns, the second in command of the expedition, died of disease. The Spaniards having captured a small ship (the "Francis") and tortured the captain, forced him to disclose information, and were thus quite prepared for the English. On January 25th, 1596, Sir Francis Drake died, and was buried at sea. The squadron then returned home under command of Sir Thomas Baskerville, who commanded the troops, and Captain Troughton of the "Bonaventure." They fought an action on the way home, close to the Isla de Pinhos off Cuba, with 20 sail of Spaniards, and drove them off badly mauled after two hours' fighting. The squadron arrived in England in

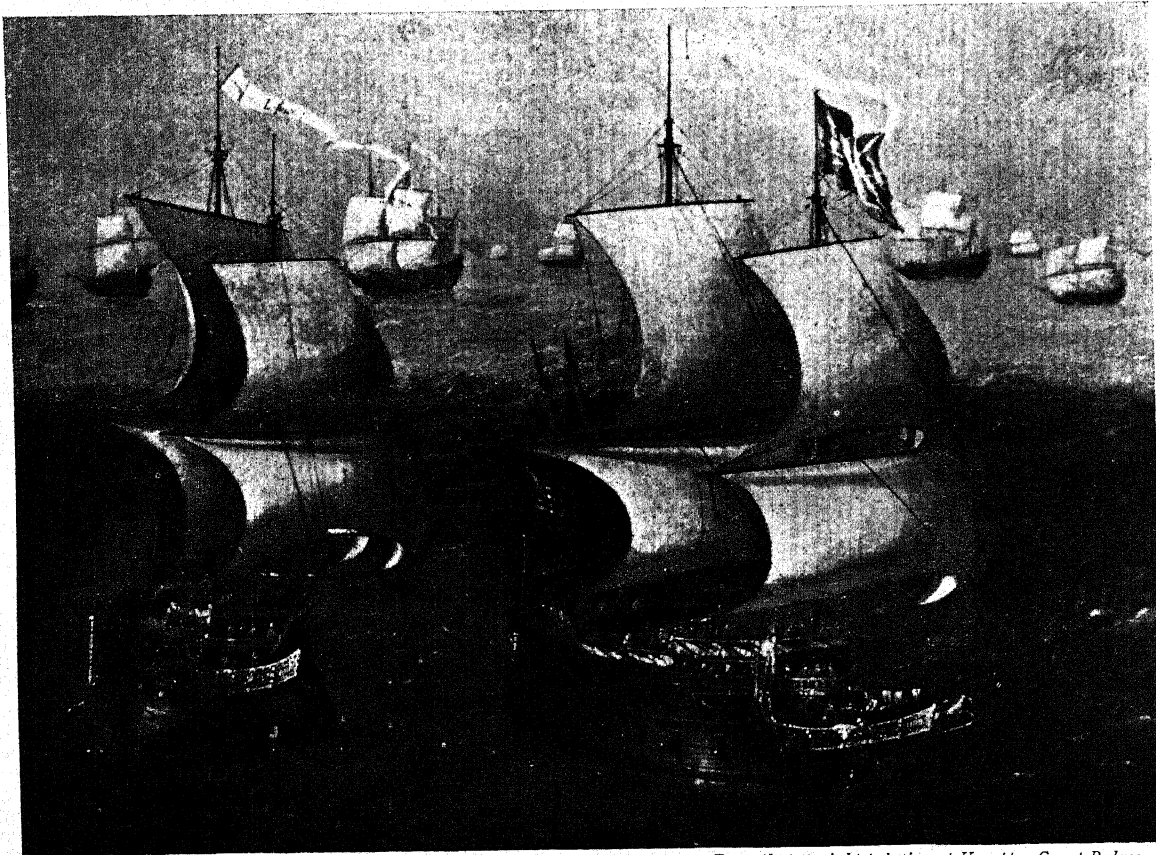
THE KING'S SHIPS

DEFIANCE

May 1596 full of sorrow at the loss of their leaders. In 1596 the master gunner of the "Defiance" offered the captain £100 for permission to steal half the powder remaining on board.

In 1597 the "Defiance," commanded by Captain Sir Amyas Preston, with Lord Mountjoy in command of the soldiery on board, formed one of a fleet of 19 vessels and some pinnaces, under command of the Earl of Essex with his flag in "Mere Honour." This fleet made what is known as the Voyage to the Islands. They sailed from Plymouth on July 9th, 1597, but put back owing to bad weather and sailed again on August 17th. They co-operated with a Dutch squadron, captured Villa Franca, and were dispersed by a storm on their return voyage to England.

In 1599 the "Defiance," commanded by Captain Sir William Monson, formed one of a



Painted by Cornelius Vroom.

THE SECOND "DEFIANCE."

*From the copyright painting at Hampton Court Palace,
by permission of the Lord Chamberlain.*

squadron which was rapidly mobilised as a reply to Spanish concentration of ships. But it was presently decided there was no danger as the Spaniards were mobilised against the Dutch, and after lying in the Downs for a month, ready for any emergency, the ships returned peaceably to their home ports.

In 1601 the "Defiance," commanded by Captain Gore, was in a squadron commanded by Sir Richard Leveson, which drove the Spaniards out of Kinsale.

In 1602 the "Defiance," commanded by Captain Gore, was in a squadron of nine ships under Sir Richard Leveson with his flag in "Repulse." The squadron met the Spanish Plate fleet soon after it had left Terceira and at once engaged it. But having only five ships assembled, while the enemy had 38, the English squadron could effect nothing and were fortunate in being able to escape. On its way home it defeated several Spanish carracks and galleys, and made an attack on Cezimbra.

In 1612 the second "Defiance" was pulled apart and rebuilt. She became of 700 tons, mounted 40 guns, and her length, beam, and draught became 97 ft., 37 ft., and 15 ft.

In 1618 a commission sat to enquire into the state of the Navy, and reported among other

things that "for repairing the 'Defiance,' and three other ships, the sum of £23,500 has been paid, for which eight new ships might have been built, as the accounts of the East India Company do prove; yet all this while, the King's ships decayed."

In 1636 the "Defiance," commanded by Captain Murray, with Mr. Philip Hills as lieutenant, formed part of the ship-money fleet of 27 vessels, under command of the Earl of Northumberland with his flag in "Triumph." The fleet failed to find the French ships, fired on the Dutch fishing fleet for refusing to accept licences and 18 Dutch men-of-war fled from them off Portland. Two ships were lost; one through her bottom falling out. Actively this great fleet did nothing, but indirectly they kept the French out of the Channel.

In 1637 the ship-money fleet was abroad again, but with barren results.

In 1650 the second "Defiance" was sold out of the Navy.

The third "DEFIANCE" was a ship in the Royalist Service, under Prince Rupert, and formed part of the fleet which seceded from Parliament.

She was captured in February 1652 by Prince Rupert. Her original name was "Friendship." In a terrific storm in September 1652 off the Virgin Islands, the "Defiance" disappeared with the king's son, Prince Maurice, on board her. Nothing was ever known of her fate as she was lost at night, but she is believed to have gone down under the southern shore of Anagada.

The fourth "DEFIANCE" was launched at Deptford in 1666 by the shipwrights Sir Anthony Deane and Messrs. Shish, Johnson & Castle. She was a third-rate of 890 tons, and had a complement of 390. She

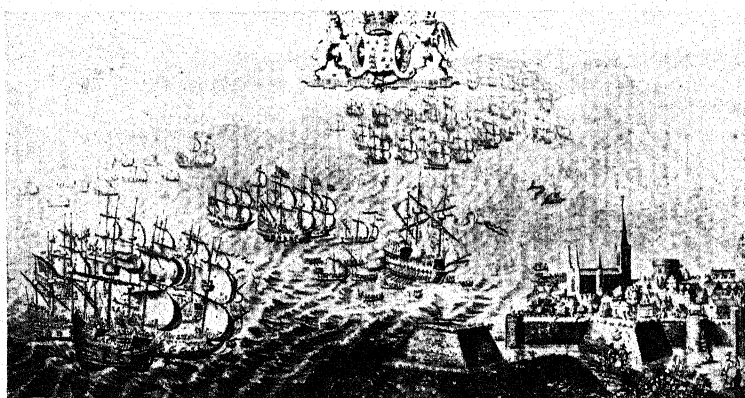
had 64 guns, so arranged that the lower tier were $4\frac{1}{2}$ ft. above the water. She was a copy of Dutch and French vessels, and had a length, beam, and draught of 117 ft., 37 ft., and 18 ft. Another important characteristic of this ship was that she carried provisions for six months.

In 1666 the fourth "Defiance" was one of the English grand fleet which was assembled off the mouth of the Thames by July 22nd, under the Duke of Albemarle, "Admiral and General" at sea. This fleet consisted of 81 ships of the line and frigates, 18 fireships, and 4460 guns. The Dutch fleet consisted of 88 ships of the line and frigates, 20 fireships, 10 yachts, and 704 guns, and was commanded by Admiral M. A. de Ruijter. On July 25th the fleets met, and fought all day, and in a desultory way through the night; and on the 26th the enemy were in full flight and soon got safe behind their own shoals, the English anchoring off the Dutch coast. The Dutch lost 20 ships, 4000 men killed, and 3000 wounded, 4 flag-officers and numerous captains killed. The English lost 1 ship, 2 or 3 fireships, and about 300 men. No flag-officers fell and only 5 captains. This victory gave the complete command of the sea to the English, who at once proceeded up the Dutch coast, capturing about 300 merchantmen. Such in brief was the St. James's Fight fought on St. James's Day, or, as some call it, the second battle off the North Foreland.

On December 6th, 1668, the "Defiance" was accidentally burnt at Chatham.

The fifth "DEFIANCE" was launched at Chatham as a 64-gun ship in 1676. She was of 898 tons, and carried a crew of 400 men. Her length, beam, and draught were 144 ft., 38 ft., and 15 ft.

In 1689, under the command of Captain John Ashby, the "Defiance" formed one of a



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

ARMADA IN FULL FLIGHT.

THE KING'S SHIPS

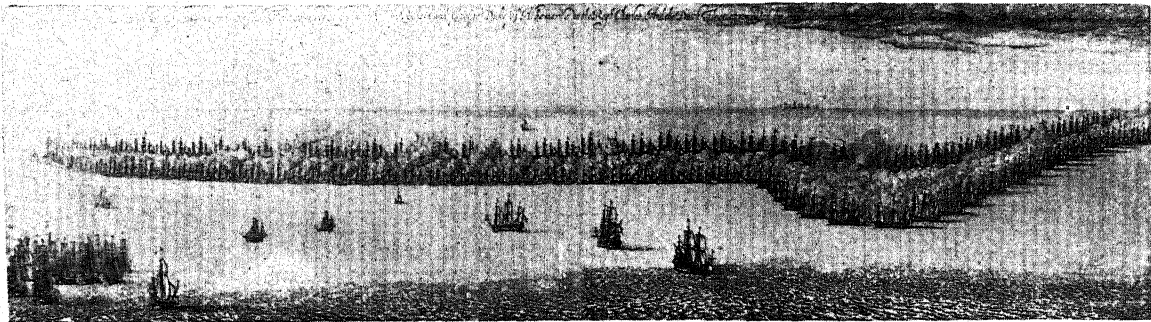
DEFIANCE

fleet of 22 ships under Admiral Arthur Herbert, which operated against the French fleet of 36 ships in what is known as the battle of Bantry Bay.

This French fleet conveyed James II. and 5000 troops to Ireland, where the inhabitants, except those of Ulster, were all very friendly towards him. The French then returned to France for ammunition and stores and met Herbert's squadron off Bantry Bay. The engagement began on May 1st, 1689, at 10.30 A.M., and lasted until about 5 P.M. The French would have beaten the English but for jealousy between their Admirals and the absence of their fireships. One French ship blew up, and the English fleet, which had just escaped a crippling disaster, returned to Portsmouth. The French, however, landed their stores in Ireland and returned to Brest.

In consequence of this battle, war was at once declared with France, and Admiral Herbert was created Earl Torrington! Captain John Ashby of the "Defiance" and one other captain were knighted, and each seaman was presented with ten shillings by King William. These undeserved awards were considered politic by the king on account of his doubts as to the loyalty of the fleet.

In 1690 the fifth "Defiance," commanded by Captain John Graydon, formed one of the combined Anglo-Dutch fleet under Admiral Lord Torrington, who flew his flag in "Royal Sovereign." They met the French fleet under Admiral Tourville, and fought the battle off Beachy Head on June 30th. The allies were badly beaten, eight or nine ships were destroyed,



Etched by W. Hollar.

THE ST. JAMES'S FIGHT.

British Museum.

and the French lost none. The loss of life on both sides was considerable. The Dutch lost two flag-officers and the English about three captains. The English Commander-in-Chief, Lord Torrington, was tried by court-martial, and though acquitted he was never again employed. In this defeat the "Defiance" was in the rear or blue squadron under Vice-Admiral Sir Ralph Delavall, who flew his flag in "Coronation."

In 1692 the "Defiance," commanded by Captain Edward Gurney, was in the blue or rear squadron of the combined Anglo-Dutch fleet under Admiral-of-the-Fleet Edward Russell (flag in "Britannia"), which met the French, who were still under Tourville, the victor at Beachy Head.

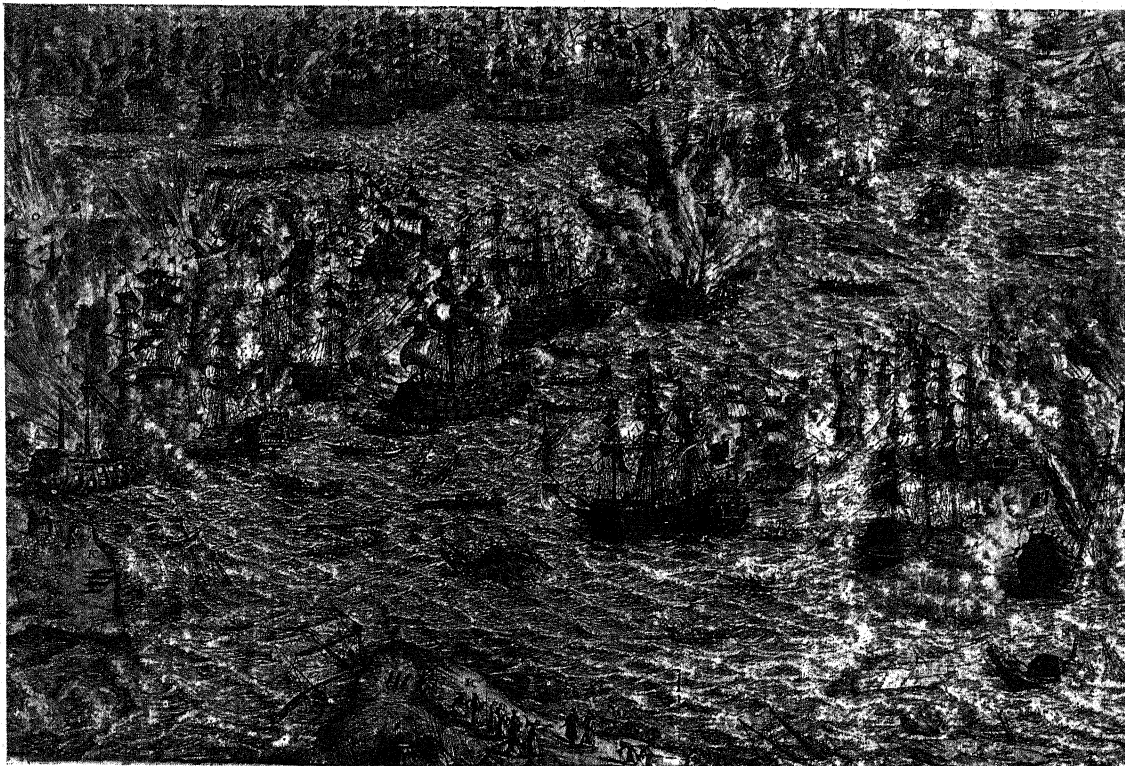
The English and Dutch fleet had 99 ships of the line, 38 frigates and fireships, and 6756 guns. The French had 44 ships of the line, 13 frigates and fireships, and 3240 guns. The fleets met off Cape Barfleur on May 19th. The action began at 10 A.M. and was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd twelve of their men-of-war were burned in the Bay of La Hogue. The French made a most gallant defence, but were completely defeated at the end of the six days' operations. Some twenty of their ships escaped by running through the dangerous race of Alderney, and four even went all the way round Scotland in order to reach a French port in safety.

In 1695 the "Defiance" was rebuilt at Woolwich.

On August 14th, 1697, the "Defiance" was one of a detached squadron of five vessels cruising in the mouth of the Channel under Captain Thomas Harlow. They sighted a French squadron of ten men-of-war and two flyboats returning from the West Indies, richly laden with Spanish plunder, and commanded by the celebrated Admiral de Pointis. The squadrons engaged for three hours, at the expiration of which the French hauled off. The English chased in a gale until the 16th, but on that day De Pointis shook out his reefs, and setting his topgallant-

sails to a fresh gale, soon left his pursuers far behind him. In the action the English lost 18 killed and 147 wounded.

In 1702 the "Defiance," commanded by Captain Richard Kirkby, was in the West Indies. She was in a squadron of seven vessels under Vice-Admiral Benbow with his flag in "Breda." On August 19th they sighted a French squadron of ten ships under Monsieur Ducasse. The "Defiance" betrayed no signs of haste to go into battle, whereupon Benbow ordered her to make more sail. The action began, but after the "Defiance" had received two or three broadsides she luffed out of action. On the following day the "Defiance" and four others again deserted the Admiral and refrained from firing at the enemy. On the 24th, when a few shots were fired at her, she ran away. Captain Kirkby got four other captains to support him and, approaching Benbow, forced him to give up pursuit. In the report on this inglorious



Engraved by J. Sarrahat.

THE BATTLE OFF BARFLEUR.

British Museum.

business it is alleged "that during the six days' engagement he never encouraged his men; but by his own example of dodging behind the mizzen-mast, and falling down upon the deck on the noise of shot . . . the said men were under great discouragement." It will be seen by the verse that follows that the ballad writer says main-mast instead of mizzen.

Our brave Captain [K*r*b*] proved coward at last,
For he stood at bo-peep behind the main-mast;
He stood at bo-peep and did quiver and shake
For fear that those French dogs his dear life should take.

This is one of the most painful and disgraceful episodes in the history of the English Navy. Captain Kirkby of the "Defiance" and two other captains were tried by court-martial for cowardice, disobedience, and neglect of duty, and were sentenced to be shot.

In 1707 the "Defiance" was rebuilt at Deptford.

On November 8th, 1709, the "Defiance," commanded by Captain John Evans, while in company with the 50-gun ship "Centurion," met two French men-of-war, of force about equal to their own, between Almeria and Malaga. An action followed which was well fought and lasted for three hours before the French hauled off with 100 casualties. The "Centurion"

THE KING'S SHIPS

DEFIANCE

lost 60 men. The "Defiance" lost her master gunner and 15 men killed, besides having the captain, a marine officer, and 67 men wounded.

In 1718 the "Defiance," commanded by Captain Joseph Soanes, sailed for the Baltic in a squadron commanded by Admiral Sir John Norris with his flag in "Cumberland." They co-operated with the Danish fleet, but as the Swedes shut themselves up in their ports, no naval action resulted.

In July 1719 the "Defiance" proceeded to the Baltic in a fleet commanded by Admiral Sir John Norris. On this occasion the British were allied with the Swedes to whom they gave good moral support against the Russians.

In May 1720 the "Defiance," in a fleet under Admiral Sir John Norris entered the Baltic, and joined a Swedish fleet to prevent Russian descents on the Swedish coasts. The Russian frigates were forced back into Revel. It was, however, considered that Revel was too strongly fortified to be successfully attacked, and little else in the way of active operations was done that year.

In 1721 the "Defiance" again appeared in the Baltic under Admiral Sir John Norris, as one of a fleet of 23 ships allied with the Swedes, but the Treaty of Nystad brought all warlike preparations to a close.

This song, written about 1738, probably by a sailor of the "Defiance," shows a common enough incident. The sailor who has loved his ship and thinks there is nothing in the world to compare with her, gets heartstruck by a woman and transfers his affections. Finding his love goes unrewarded and neglected, he returns again to the ship, his old mistress, with a renewed vigour and reverence.

THE SAILOR'S COMPLAINT

Come and listen to my ditty, all ye jolly hearts of gold,
Lend a brother tar your pity who was once so stout and bold;
But the arrows of God Cupid, alas! have made me rue;
Sure true love was ne'er so treated as I am by scornful Sue.

When I landed first at Dover she appeared a goddess bright.
From foreign parts but just come over I was struck with so fair a sight;
On the shore pretty Susan walked near to where our frigate lay,
And altho' so near the landing, I, alas! was cast away.

When first I hail'd my pretty creature, the delight of land and sea,
No man ever saw a sweeter, I'd have kept her company;
I'd fain have made her my true love, for better or for worse,
But, alas! I could not compass her for to steer the marriage course.

Once no greater joy or pleasure could have come into my mind,
Than to see the bold *Defiance* sailing right before the wind,
O'er the white waves as she danced, and her colours gaily flew;
But that was not half so charming as the trim of lovely Sue.

On a rocky coast I've driven where the stormy winds do rise,
Where the rolling mountain billows lift a vessel to the skies;
But from land, or from the ocean, little dread I ever knew,
When compared to the dangers in the frowns of scornful Sue.

Long I wonder'd why my jewel had the heart to use me so,
Till I found by often sounding she'd another love in tow;
So farewell, hard-hearted Sukie, I'll my fortune seek at sea,
And try in a more friendly latitude, since in yours I cannot be.

On September 5th, 1740, the "Defiance," commanded by Captain John Trevor, escorted to Jamaica a convoy of storeships, arriving at Port Royal on that day and joining the flag of Admiral Sir Edward Vernon.

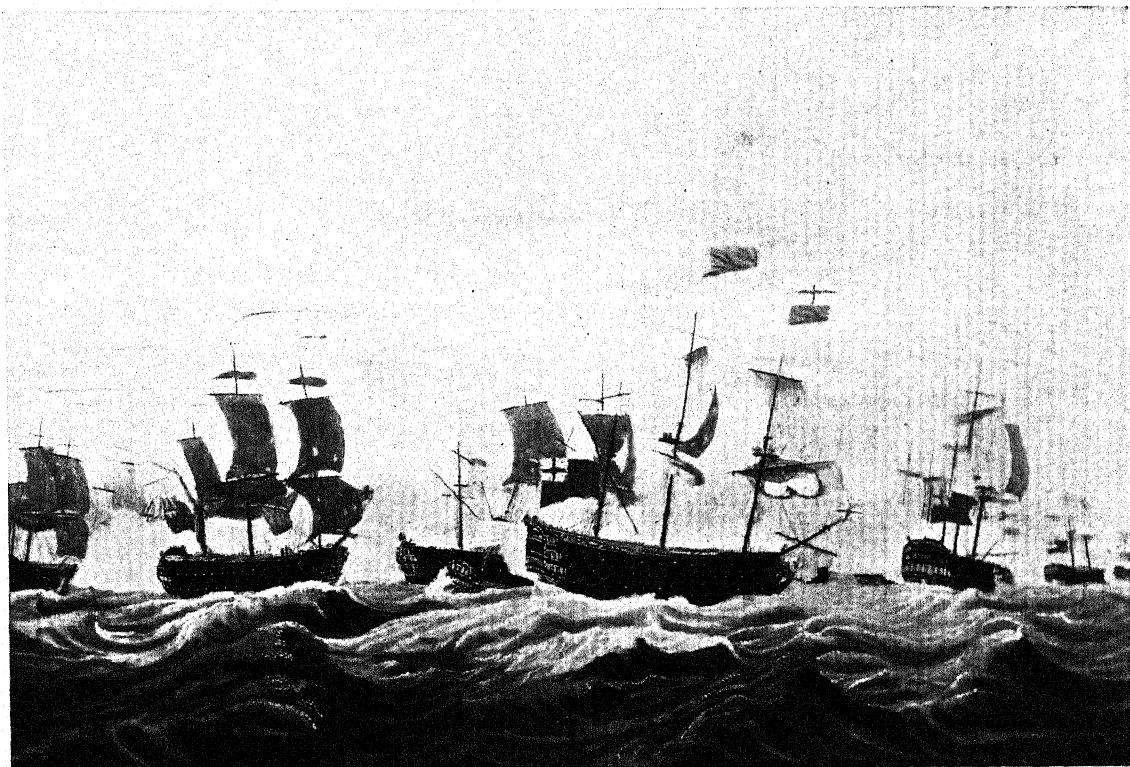
In 1741 the "Defiance" was in the fleet under Vice-Admiral Sir Edward Vernon which attacked Cartagena on the Spanish Main. The "Defiance" acted in the third division under Commodore Lestock. The attack began on March 9th, 1741, when the forts were bombarded

THE KING'S SHIPS

and the troops landed. The following days were employed in landing stores and guns, but frequent quarrels between Admiral Vernon and General Wentworth commanding the troops, delayed the progress of the work. On March 23rd a general bombardment of the forts and batteries by the fleet was begun, and several ships suffered severe injuries and had to be called off. On the 25th the seamen of the fleet assaulted a battery with complete success, and then destroyed a boom, and some of the ships in harbour. The enemy at once scuttled five men-of-war and blew up a fort. The British continued to do further damage, but the quarrels between the Admiral and General became so virulent that the fleet sailed for Jamaica, where it arrived on May 19th.

After serving as a hulk the fifth "Defiance" was broken up in 1749 at Chatham.

The sixth "DEFIANCE" was a 60-gun ship, launched at Deptford in 1744.



After F. Swaine. Engraved by P. Benazech.

BATTLE OF QUIBERON BAY.

T. H. Parker, Brothers.

She was of 1136 tons and carried a crew of 420 men. Her length, beam, and draught were 147 ft., 42 ft., and 16 ft.

On April 18th, 1746, the "Defiance" captured the French 40-gun ship "Embuscade," a new vessel, which was added to the Royal Navy.

In 1747, under the command of Captain Thomas Grenville, the "Defiance" was in an English fleet of 17 ships commanded by Vice-Admiral George Anson with his flag in "Prince George." The French, under Admiral de la Jonquière, consisted of 14 men-of-war and a convoy of 24 ships, and were sighted on May 3rd about 70 miles from Cape Finisterre. They made off and Anson chased. A running fight of three hours followed, in which thirteen French ships were captured, while a small detached squadron captured six of the French convoy. Night saved the rest. The French lost 700 killed and wounded, and the English 520. Captain Thomas Grenville of the "Defiance" was killed and one other captain wounded. This victory was valuable if not brilliant. Specie to the value of £300,000 was taken from the prizes. Vice-Admiral Anson was created a Peer, and the captured men-of-war were all added to the Navy.

THE KING'S SHIPS

DEFIANCE

In October 1747 the "Defiance," commanded by Captain John Bentley, was in an English fleet of 14 ships and frigates under Rear-Admiral Edward Hawke with his flag in "Devonshire." On October 14th they sighted a convoy of 242 merchantmen, escorted by 10 men-of-war under Admiral de l'Etendue with his flag in "Tonnant." The French at first mistook the British for part of their own convoy, but on discovering their mistake they detached one ship with the convoy, which reached port in safety. Hawke at once chased the remainder and an action followed. The French behaved with admirable courage, but were overpowered and beaten by sheer weight of numbers. They had in the line eight ships, of which six were captured. The flagship "Tonnant" and the "Intrepide" managed to escape. The British ships were so mauled that they could not pursue the convoy, while they lost 154 men killed, including 1 captain, and 558 wounded. The French lost 800 killed and wounded. Rear-Admiral Hawke was knighted for this service, but the captain of the "Kent" was dismissed



After D. Serres, R.A. Engraved by P. C. Canot.

Royal United Service Institution.

THE EXPEDITION TO HAVANA.

his ship by court-martial sentence for not coming properly into the fight, nor doing his best to damage and distress the enemy.

In 1755 the "Defiance," commanded by Captain Thomas Andrews, was detached with four ships to chase four French line of battle ships which had become separated from their consorts. For a time the French escaped in the fog, but on June 8th when the weather cleared they were seen and a general chase was ordered. An action resulted in which two were captured. The "Defiance," acting with the "Fougeaux," engaged and captured the "Lys," which, though pierced for 64 guns, had only 22 mounted. This action was fought off Newfoundland.

In 1756 the "Defiance," commanded by Captain Thomas Andrews, was in an English fleet of 12 ships and 6 frigates commanded by Vice-Admiral the Hon. John Byng with his flag in "Ramillies." On May 20th they fought an indecisive action off Minorca against a French squadron, consisting of 12 ships and 5 frigates under De la Galissonière. The English van got separated from the rear and bore the brunt of the fight, which resulted in the following losses: British, 42 killed and 165 wounded; French, 26 killed and 136 wounded. The English fleet lost two captains killed, one of whom was Captain Thomas Andrews of the

"Defiance." Before the action began the "Defiance" captured a French tartan with 4 military officers and 100 soldiers. She led the fleet into action, and suffered the greatest loss, viz., 14 killed and 45 wounded. After a council of war had been held it was decided to abandon the relief of Port Mahon, and the squadron returned to Gibraltar. Admiral Byng was recalled, and after a trial by court-martial, which, while casting no reflection upon his courage or honour, found him guilty of an error of judgment, was shot on the quarter-deck of the "Monarch" for not doing his utmost to relieve Port Mahon, or to take, sink, burn, or destroy the ships of the enemy. Voltaire's cynical comment on this affair was that it was done "pour encourager les autres." Public opinion on the matter may be summed up by the inscription on his monument: "To the perpetual disgrace of public justice, the Hon. John Byng . . . who fell a martyr to political persecution . . . when bravery and loyalty were insufficient securities for the life and honour of a Naval officer."



After J. T. Serres. Engraved by P. W. Tomkins.

T. H. Parker, Brothers.

NELSON'S ATTACK AT COPENHAGEN.

In 1759 the "Defiance," commanded by Captain Patrick Baird, took part in Hawke's victory over the French in Quiberon Bay on November 20th. The English fleet consisted of 33 ships under Admiral Sir Edward Hawke with his flag in "Royal George." The French fleet consisted of 25 ships under Vice-Admiral de Conflans with his flag in "Soleil Royal." The French were sighted off Quiberon Bay at 8.30 A.M. on November 20th. The English at once chased. At 2 P.M. the engagement opened by the French rear firing on the English van as they came up and overlapped. The "Defiance" was one of the first ships to get into action. At 4 P.M. the "Formidable," the French rear-admiral's ship, struck after having lost the rear-admiral and 200 others killed. Two French ships foundered at 5 P.M. through fighting their lower-deck guns in bad weather; in one case alone 780 lives were lost out of 800. Another French ship struck at 5.30 P.M. The English fleet were in a position of great danger on a leeshore with a gale of wind behind them, so they anchored at nightfall. On the morning following the "Resolution" was seen to be on shore wrecked and lost. The "Soleil Royal," the French flagship, in the confusion, had anchored in the middle of the English fleet, and on realising her position at once cut her cables. The "Essex" started in pursuit of her, but in their haste both ships ran ashore and were lost. Some of the French ships, by taking advantage

THE KING'S SHIPS

DEFIANCE

of the flood tide, managed to get into the Vilaine river and were never able to get out again. The British loss was only 50 killed and 250 wounded. Sir Edward Hawke was rewarded with a pension of £2000 a year, and three post-captains were given the honour of appointments as colonels of marines.

In May 1762 the "Defiance," commanded by Captain George Mackenzie, was in an English fleet of 53 ships, besides storeships, hospital ships, and transports with 15,000 troops, bound for Havana to attack the Spaniards. Admiral Sir George Pocock (flag in "Namur") and George, Earl of Albemarle, were the naval and military Commanders-in-Chief. On May 27th the fleet of 200 sail in all stood away for the Old Strait of Bahama, which was safely navigated by marking the dangerous shoals with boats. While on the passage the "Defiance" was detached to search the harbour of Mariel, and on May 28th captured the two Spanish ships,



After J. T. Serres. Engraved by P. W. Tomkins. British Museum.
THE TENTH "DEFIANCE" AT COPENHAGEN.

"Venganza" mounting 24 guns, and the "Marte" mounting 18 guns. On June 6th the fleet arrived off Havana, and while a feint was made elsewhere, the troops were landed under cover of the guns of the fleet. Moro was bombarded, and although the Spaniards made a most gallant defence Havana fell and the British took complete possession on August 14th, 1762. Specie and stores to the value of three million pounds were captured, 13 Spanish men-of-war were destroyed, 3 were sunk, and 2 on the stocks were burned. The British lost 1790 killed and wounded. The division of the prize money caused some heartburning. It worked out as follows: admiral, £123,000; captain, £1600; petty officer, £17; seaman or marine, £4.

In 1766 the "Defiance" was sold for £630.

The seventh "DEFIANCE" was a 20-gun ship built for the Bombay Marine and dating from about 1766.

The eighth "DEFIANCE" was a 64-gun ship, launched at Woolwich in 1769. She was of 1369 tons, and carried a crew of 500 men. Her length, beam, and draught were 159 ft., 44 ft., and 19 ft.

In July 1778 the "Defiance," under the command of Captain Samuel Goodall, took part in the indecisive Battle of Ushant against the French.

The English fleet consisted of 30 ships of the line, 6 frigates, and 3 small craft, 2278 guns in all, under the command of Admiral the Hon. A. Keppel, who flew his flag in "Victory." The French fleet consisted of 32 ships of the line, 6 frigates, and 8 small craft, 2098 guns in all, under command of Lieutenant-General Comte d'Orvilliers with his flag in "Bretagne." Keppel sailed from Spithead on July 9th, and the two fleets sighted one another on the 23rd, 100 miles west of Ushant. The French, in accordance with instructions, tried to avoid action, and until the 27th the two fleets manœuvred in full sight of one another. On the 27th an action began at 11 A.M. and lasted till nightfall. The weather was such that the lower-deck guns could not be used to leeward with the canvas then set. On the morning of the 28th only three French ships were in sight. A pretty smart skirmish had taken place, but was indecisive in character. The English loss was 133 killed and 373 wounded. The "Defiance" lost 8 killed and 17 wounded. The French lost 161 killed and 513 wounded. Vice-Admiral Palliser accused Admiral Keppel of not pressing home the attack. Both officers were tried by court-martial. Keppel was acquitted and Palliser's conduct censured. Public opinion ran strongly for Keppel, and his acquittal was celebrated with bonfires and illuminations in London. The mob got

drunk, smashed the windows of Palliser's friends, wrecked Palliser's own house, and came near to killing the Vice-Admiral himself.

On December 26th, 1779, the "Defiance," commanded by Captain Max Jacobs, was in a fleet of 16 warships and transports with 7550 troops under Vice-Admiral Arbuthnot with his flag in "Europe," which sailed from New York. They put into Savannah, and captured Port Royal, and then proceeded to attack Charleston in South Carolina. 450 seamen and marines with guns were landed from the ships to assist the troops. A number of the ships forced a passage past Fort Moultrie, and eventually compelled the surrender of that fort on May 7th. On May 11th Charleston capitulated. The loss to the Navy during the operations was 23 killed and wounded.

On February 18th, 1780, the sixth "Defiance" brought her career to a close by being wrecked and lost in the West Indies, at the mouth of the Savannah River.

The ninth "DEFIANCE" was a hired armed merchantman mounting 18 guns.

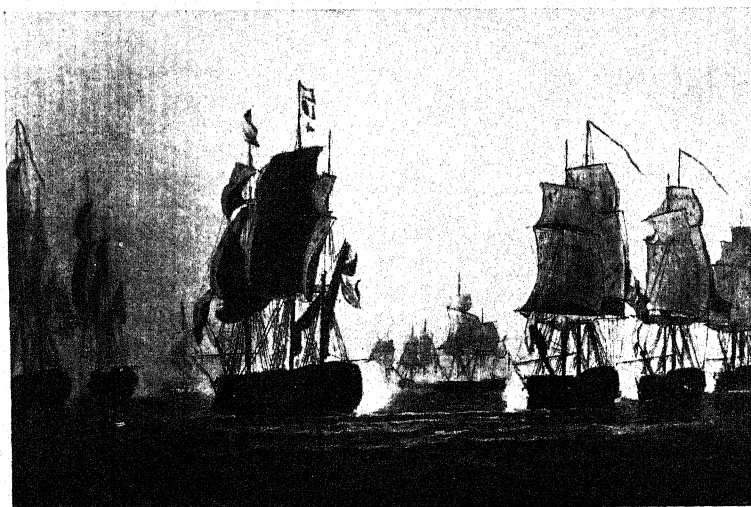
In August 1782, while commanded by Lieutenant George Cadman, she captured a Dutch 16-gun brig in the North Sea.

The tenth "DEFIANCE" was a 74-gun ship, launched on the Thames in 1783. She was of 1645 tons, and carried a crew of 600 men. Her length, beam, and draught were 169 ft., 47 ft., and 18 ft.

In 1797 her crew were involved in the mutiny at Spithead. The men complained of low wages, insufficient leave, poor provisions, neglect of the sick, and that they were not paid while suffering in hospital. The Admiralty granted most of the requests, and the King pardoned the offenders.

In 1798, 25 men of the "Defiance" were tried by court-martial for mutiny. Their design was to take possession of the ship, murder all the officers and all Protestants on board, and take her into Brest. Eleven were hanged, and the remainder were either flogged or imprisoned.

In 1801 the "Defiance," commanded by Captain Richard Retalick, and flying the flag of Rear-Admiral Thomas Graves, was in a fleet of 21 ships, 7 bombs, 2 fireships, and 6 gun-brigs, commanded by Vice-Admiral Lord Nelson with his flag in "Elephant," which took part in the battle or bombardment of Copenhagen. The fleet forced a passage of the Öre Sound on March 30th, and after encountering various navigational difficulties anchored under fire opposite Copenhagen on April 3rd. The Danish defences, besides forts, consisted of 18 men-of-war, armed hulks, and floating batteries, moored in a 1½ mile line opposite the town. Two British men-of-war ran aground, and the six brigs were unable to get into action owing to the tide. The action began at 10 and was general at 11.30. A furious cannonade followed, during which time Nelson put his blind eye to his telescope when advised by the Commander-in-Chief four miles away to discontinue the action. By 3.30 P.M. letters were exchanged under flags of truce, and the fighting ceased, most of the Danish ships and forts being silenced. The Danes lost in killed, wounded, and prisoners about 6000 men. The British fleet lost 255 killed and 688 badly wounded, to which the "Defiance" contributed 24 killed and 51 wounded. Fourteen Danish ships were captured, burned, blown up, driven on shore, or otherwise taken from the enemy. A fourteen weeks' armistice was then agreed to, and the British forces withdrew. During the



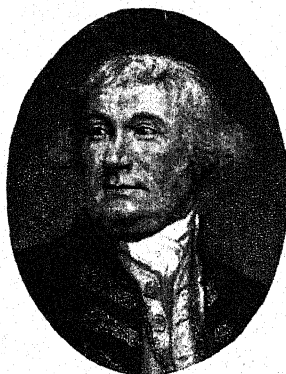
After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

CALDER'S ACTION OFF FERROL.

withdrawal the "Defiance" ran ashore, and remained hard and fast for nearly eight hours. The Danes mounted 696 guns on this occasion against the British 1014 guns and carronades. Nelson was elevated to the dignity of Viscount for this victory, and Rear-Admiral Graves was made a K.B.

On July 22nd, 1805, the "Defiance," commanded by Captain Philip Charles Durham, took part in Vice-Admiral Sir Robert Calder's action off Ferrol. The English fleet consisted of 15 ships, 2 frigates, and 2 small craft under Vice-Admiral Sir Robert Calder with his flag in "Prince of Wales." The Franco-Spanish fleet consisted of 20 ships, 6 frigates, and 2 small craft under Vice-Admiral Villeneuve and Admiral Don Frederico Gravina. The enemy were sighted at 11 A.M. in misty weather. After various manœuvres, carried out in considerable confusion owing to fog, the action began at 5 P.M. and was general at 6 P.M. By 8.10 P.M. two Spanish ships struck their colours and were totally dismasted, and a few minutes later Sir Robert Calder ordered the action to cease. The Franco-Spaniards lost 2 ships and had 647 killed and wounded. The English had 198 killed and wounded, to which the "Defiance" contributed 1 killed and 7 wounded, besides losing some of her spars. The fleets manœuvred in light winds on the two following days, but no fighting took place, and by 6 P.M. on the 24th they were out of sight of one another. In consequence of remarks in the press Sir Robert Calder demanded a court-martial, and while acquitted of cowardice or disaffection he was severely reprimanded for not fighting to a finish.



After J. Northcote. Engraved by P. Conde. From "Naval Heroes."

On October 7th, 1805, the "Defiance," commanded by Captain Philip C. Durham, joined the blockade of Cadiz in a fleet commanded by Vice-Admiral Lord Nelson with his flag in "Victory."

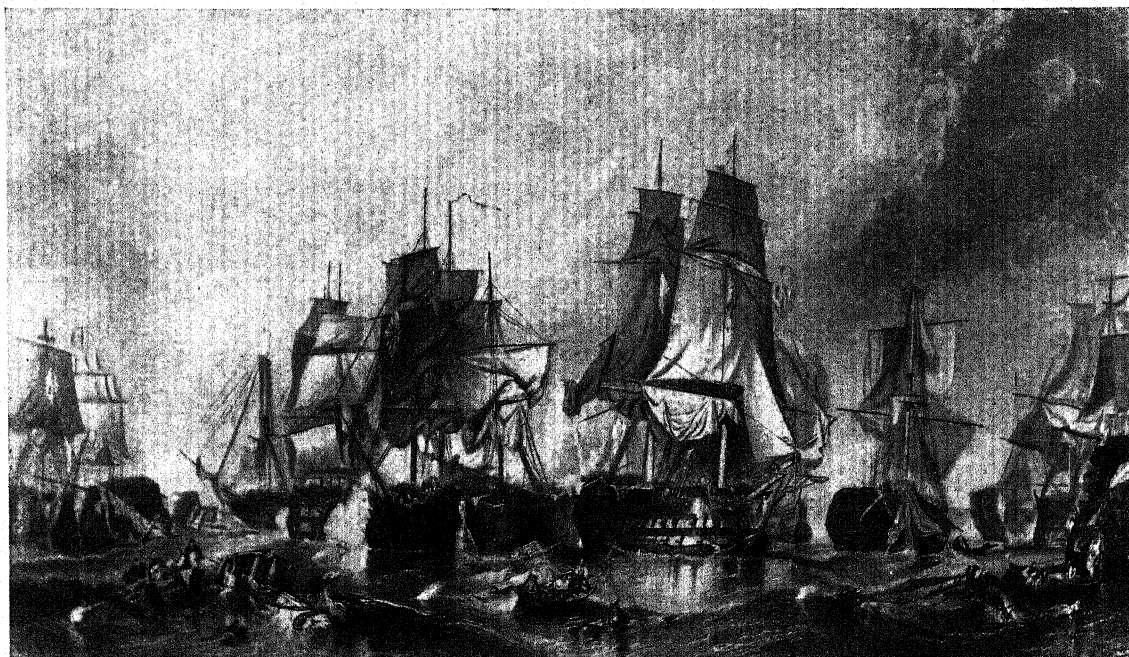
On October 21st, 1805, the "Defiance," commanded by Captain Philip C. Durham, took part in the battle of Trafalgar. The English fleet consisted of 27 ships, 4 frigates, and 2 small craft under Vice-Admiral Lord Nelson with his flag in "Victory." The Franco-Spanish fleet consisted of 33 ships, 5 frigates, and 2 small craft under Vice-Admiral Villeneuve and Admiral Don Frederico Gravina. At daybreak the enemy were discovered 11 miles to leeward. The British fleet stood down to attack in two lines and the French opened fire on the leader of the lee line at noon. At 12.10 Vice-Admiral Cuthbert Collingwood broke the enemy's line, and at 1 P.M. Lord Nelson did the same. As soon as the light wind permitted, the remaining British ships came up and engaged, and by 1.30 the battle was at its height. The "Defiance" was the twelfth ship in the lee line and did not get into action until very late. After exchanging shots with the "Principe de Asturias," she ran alongside the "Aigle," to which ship she lashed herself. The "Aigle" was boarded, and the British colours were hoisted over her, when her men rallied and drove the boarders out. Captain Durham then cut the lashings and, sheering off ten yards or so, opened so heavy a fire that in twenty minutes the "Aigle" surrendered and asked for quarter. Mr. James Spratt, master's mate of the "Defiance," jumped overboard and, followed by some boarders, swam to the "Aigle," climbed up her rudder chains, and soon was in possession of the ship after some stiff hand-to-hand fighting. For this service he was given a lieutenant's commission. The "Defiance" took possession of the "Aigle" as well as of the "San Juan Nepomuceno," which had struck to the "Dreadnought."

At 1.25 Lord Nelson was mortally wounded while walking the "Victory's" quarter-deck with his flag-captain, and by 3 P.M. the firing had diminished. At 4.40 P.M., having learned of the completeness of the victory, the British Commander-in-Chief quietly and without a struggle ceased to breathe. By 5 P.M. the fight was over, the fleet being eight miles N.W. by W. of Trafalgar. The British lost 449 killed, which included Vice-Admiral Lord Nelson, 2 captains, and 34 officers; and 1241 wounded, which included 106 officers. The "Defiance" lost 17 men killed and Captain Durham and 52 others were wounded. The British ships suffered severely in the hulls, and many were wholly or partially dismasted. The Franco-Spaniards lost 18 ships, of which one blew up. It appears that the enemy lost about 7000 killed and wounded, which included 2 admirals and 7 captains killed. The remainder of the allied fleet managed to escape, and six months afterwards the French Commander-in-Chief, Vice-Admiral Villeneuve, died at Rennes—it is said by his own hand—and was buried without military honours. Of the

17 prizes, 2 sank, 6 were wrecked and lost in a storm after the battle, 2 were burned, and 1 was destroyed. The eldest surviving brother of Lord Nelson was created an earl with £5000 a year settled on the title in perpetuity, and he was given £99,000 to buy an estate. An annuity of £2000 was assigned to Lady Nelson, and a sum of £15,000 was given to each of Nelson's two sisters. Vice-Admiral Collingwood was created a Peer with £2000 a year, and Flag-Captain Thomas Masterman Hardy was made a Baronet. A large number of lieutenants were promoted, and the fleet received the thanks of both Houses of Parliament.

In January 1808 the "Defiance," commanded by Captain the Hon. Henry Hotham, was engaged in the blockade of Rochefort, and on several occasions she chased French ships and squadrons.

On February 24th, 1808, the "Defiance," Captain Hon. Henry Hotham, assisted by four



Painted by Clarkson Stanfield, R.A.

THE BATTLE OF TRAFALGAR.

Royal United Service Institution.

other vessels under Rear-Admiral the Hon. Robert Stopford with his flag in "Cæsar," chased and drove into Sables D'Olonne the French 40-gun frigates "Italienne," "Calypso," and "Cybèle," where they were protected by batteries. Led by the "Defiance" the British ships stood in and attacked under a heavy fire from frigates and batteries, and after an hour's action two of the French ships were in flames. A little later all three French frigates drove ashore and became total wrecks with a loss of 24 killed and 51 wounded. The "Defiance," which was the most hotly engaged, lost 2 killed and 25 wounded, out of a British loss of 3 killed and 31 wounded.

In 1817 the "Defiance" was broken up.

The eleventh "DEFIANCE" was a 4-gun gunboat, purchased in 1794. She was of 71 tons, and carried a crew of 30 men. Her length, beam, and draught were 76 ft., 15 ft., and 6 ft.

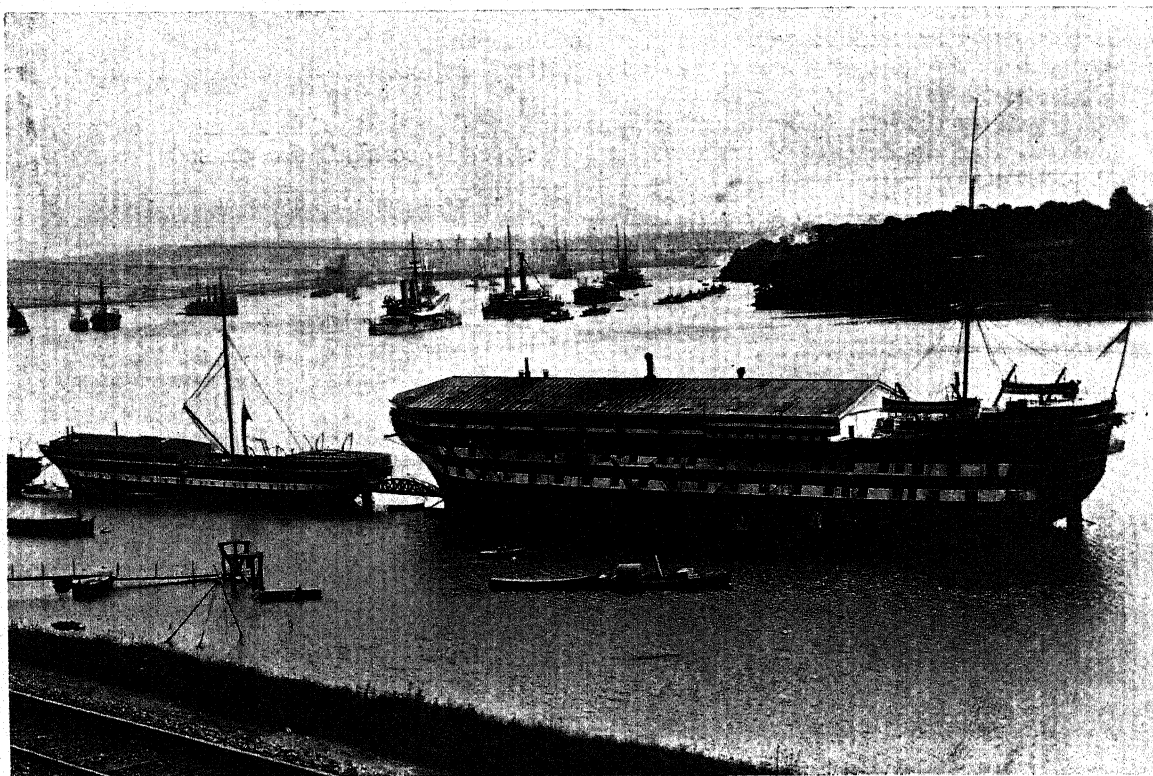
In October 1797 this "Defiance" was sold out of the Navy.

The twelfth "DEFIANCE" is a 91-gun screw wooden ship, launched at Pembroke in 1861. She is of 5270 tons, 3350 horse-power, and 12 knots speed. Her length, beam, and draught are 255 ft., 56 ft., and 18 ft.

THE KING'S SHIPS

DELHI

This ship, however, was never commissioned until December 1884, when she was appropriated as the stationary Torpedo School Ship at Devonport, and various vessels have been attached to the establishment from time to time, under the general name of "Defiance."



THE TWELFTH "DEFIANCE."

* From the photograph by Abrahams & Sons.

DELHI

DELHI.—An Imperial city of Northern India, and the chief commercial and industrial centre of the Punjab, on the right bank of the Jumna. It is walled on three sides, has ten gates, and stands on high ground, the grand series of buildings forming the famous palace of Shah Jehan, now the fort, looking out over the river, and a wide stretch of wooded and cultivated country. To the north, about a mile distant, rises the historic "ridge" crowned with memorials of the Mutiny. Delhi was the capital of the Afghan or Pathan and afterwards of the Mogul Empire. It was taken by a British army under Lord Lake in September 1803, and has ever since, if we except the short period when it was held by the mutineers in 1857, continued under British rule. On January 11th, 1876, H.R.H. the Prince of Wales, later His Majesty King Edward VII., arrived at Delhi and stayed seven days. There was no Durbar, but His Royal Highness received an address of welcome from the municipality. On January 1st, 1877, Delhi was the scene of the historic Durbar held by Lord Lytton, Viceroy of India, at which Her Majesty the late Queen Victoria was proclaimed as Empress of India.

In January 1903 a Durbar was held at Delhi by Lord Curzon, Viceroy of India, in honour of the accession of His Majesty King Edward VII., who was represented on this occasion by his brother H.R.H. the Duke of Connaught. On December 12th, 1905, Their Royal Highnesses the Prince and Princess of Wales, now Their Majesties King George V. and Queen Mary, visited Delhi. There was no Durbar, but Their Royal Highnesses received an address of welcome from the municipality. On December 12th, 1911, His Majesty King George V. and Emperor of India, accompanied by Her Majesty Queen Mary, held his Coronation Durbar at Delhi. It was on this occasion that His Majesty announced to his Indian people his intention of making Delhi the capital of his Indian Empire. The name "Delhi" was introduced into the British Navy to commemorate this historic event.

The "DELHI" is a turbine battleship laid down at Messrs. Vickers' yard, Barrow-in-Furness, in the early part of 1912.

In October 1913 it was directed that this battleship was to be re-named "Emperor of India."

DERWENT

The Wars of the French Revolution and Empire—Operations at Sénégal, 1809.

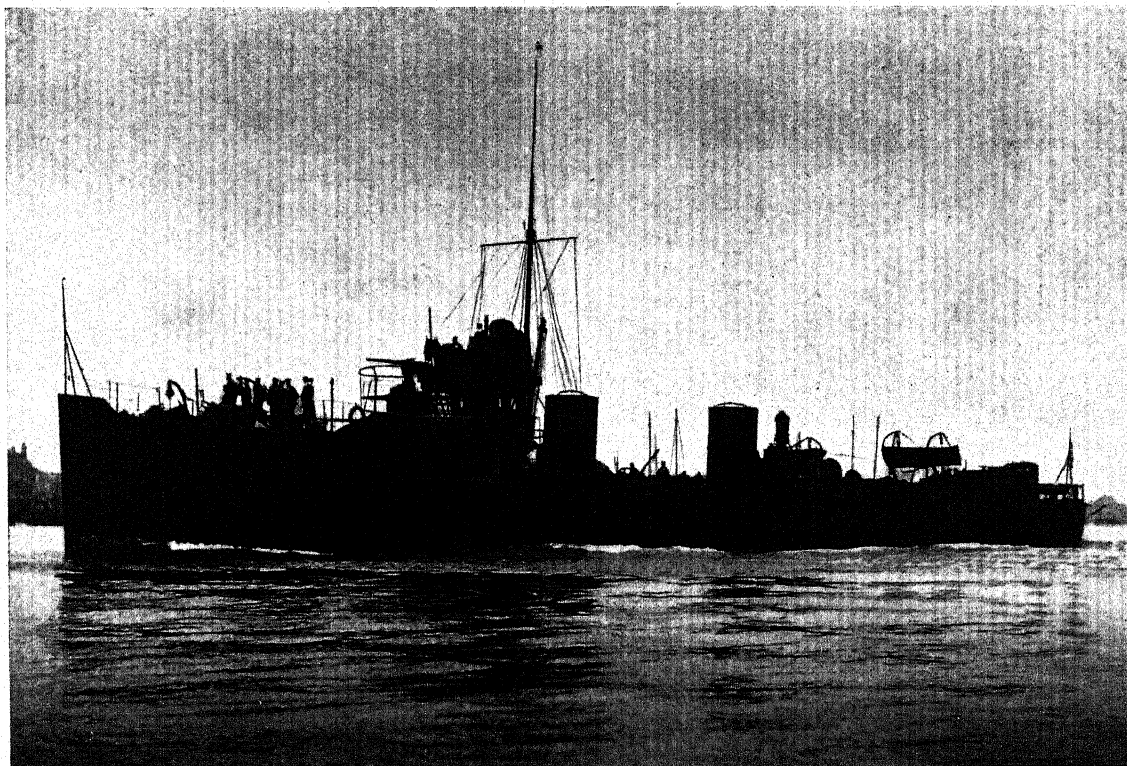
DERWENT.—The name of several rivers in England. One of these, in Cumberland, falls into the Irish Sea at Workington. Another in Yorkshire, after a course of 60 miles falls into the Ouse at Barmby. A third separates Northumberland and Durham flowing into the Tyne, while a fourth rises in the High Peak of Derbyshire, and after a course of 50 miles falls into the Trent on the borders of Leicestershire.

There is a river of this name in Tasmania. It rises in Lake Clair, near the centre of the island, flowing towards the S.E., and falling into Storm Bay. It is navigable as far as Hobart Town.

The first "DERWENT" was an 18-gun brig sloop, launched at Turnchapel in 1807. She was of 382 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 30 ft., and 10 ft.

On July 4th, 1809, the "Derwent," commanded firstly by Commander Frederick Parker, and later by Commander Joseph Swabey Tetley, sailed from Gorée, in a fleet of about 20 vessels, under Captain Edward Henry Columbine in "Solebay." Several unarmed Colonial vessels accompanied the expedition to give an appearance of force. They anchored off the bar at Sénégal on July 7th to attack the headquarters of a nest of privateers. On the following day 330 sailors, marines, and soldiers got over the bar after many difficulties which involved the loss of two schooners and a sloop, and the drowning of Commander Parker of the "Derwent." On the 9th the enemy retired and took post at Babaqué, an island battery which covered seven armed vessels, and commanded a boom spanning the whole river. The "Derwent" and other vessels bombarded Babaqué with such good effect that the enemy expressed a desire to capitulate, and on the 13th Sénégal was formally surrendered.

In 1817 the "Derwent" was sold.



THE SECOND "DERWENT."

From the photograph by H. J. Symonds.

THE KING'S SHIPS

DESPERATE

The second "DERWENT" is a twin-screw torpedo-boat destroyer, launched at Hawthorn Leslie's yard in 1904. She is of 555 tons, 7000 horse-power, and 25 knots speed. Her length, beam, and draught are 220 ft., 23 ft., and 10 ft.

The third "DERWENT" is a torpedo-boat destroyer of 700 tons, building at the Commonwealth Naval Dockyard, Sydney, for service with the Australian government, having been laid down in 1913.

DESPERATE

The Wars of the French Revolution and Empire—
Gambier's bombardment of Copenhagen . . . 1807
The Russian War—
The Baltic Expeditions . . . 1854-5
The blockade of the Coast of Courland . . . 1855

Operations at Pernau and at Arensburg . . . 1855
Operations at Domenaes, Dwina, and River Rua . 1855
Intervention at Mexico . . . 1860
The occupation of Vera Cruz . . . 1860

DESPERATE.—Fearless of danger; furious without hope; lost or almost lost; beyond hope of recovery; done in despair.

The first "DESPERATE" was a 14-gun brig, launched at Broadstairs in 1804. She was of 179 tons, and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 8 ft.

In 1807 the British government observed that Napoleonic scheming tended to coerce Denmark into hostility against England. Accordingly a fleet of 65 vessels, under Admiral Lord Gambier with his flag in "Prince of Wales" was despatched against Denmark, and they anchored about 4 miles from Copenhagen in August and established a blockade. The



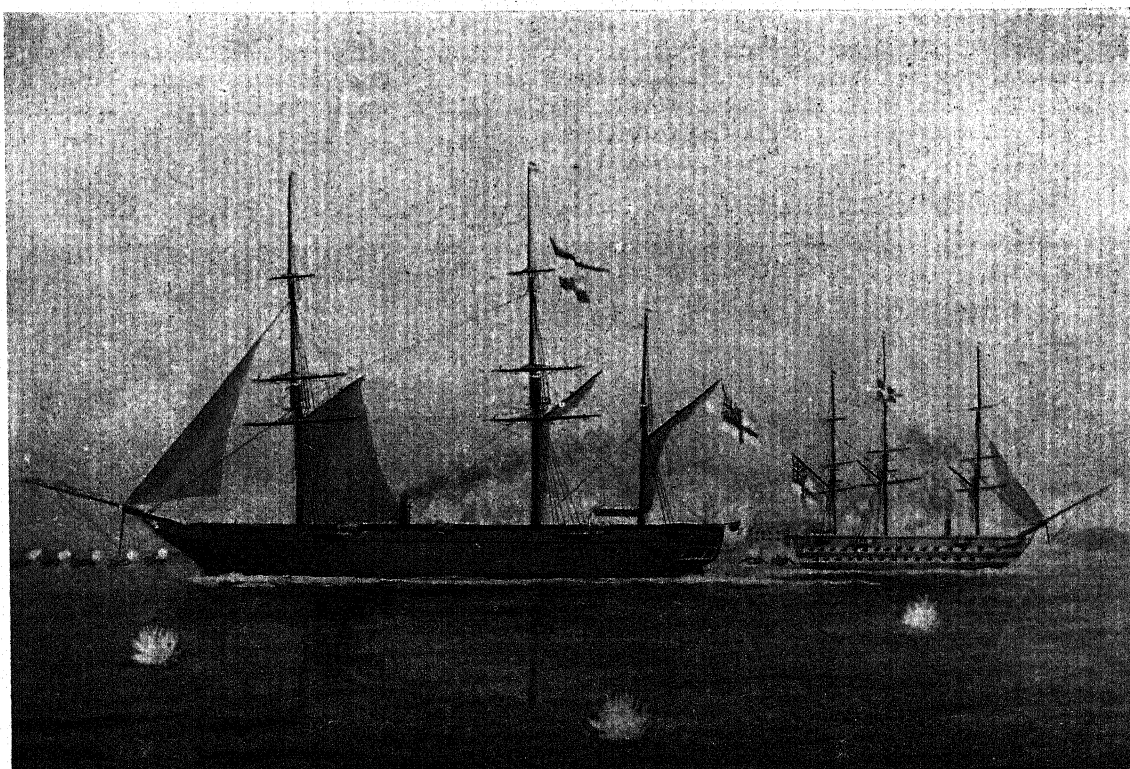
After R. Dodd.

GAMBIER'S BOMBARDMENT OF COPENHAGEN.

British Museum.

"Desperate," commanded by Lieutenant Price, was one of the fleet. A large number of men under General Lord Cathcart were landed and laid siege to the city of Copenhagen. On the 23rd the "Desperate" was one of a flotilla of 28 small bombs, mortar-boats, and gun-brigs which attacked Copenhagen from seaward, while the army got ready their batteries against the town. After much firing the Danes capitulated and surrendered their entire fleet of 70 vessels to the English. The big ships took no part in the engagement. The Naval loss in the small vessels was only 4 killed and 13 wounded, while the army lost about 200 killed, wounded, and missing. The fleet received the thanks of both Houses of Parliament; Admiral Gambier was raised to the Peerage, and Vice-Admiral Stanhope was rewarded with a Baronetcy.

In 1814 the "Desperate" was sold.



Drawn by Commander R. D. White, R.N.

THE SECOND "DESPERATE" AT RIGA.

G. White, Esq.

The second "DESPERATE" was an 8-gun screw ship, launched at Pembroke in 1849. She was of 1037 tons, 400 horse-power, and carried a crew of 140 men. Her length, beam, and draught were 192 ft., 34 ft., and 11 ft.

In March 1854 the "Desperate," commanded by Captain C. J. D'Eyncourt, proceeded to the Baltic directly war with Russia was imminent, and joined the fleet commanded by Vice-Admiral Sir Charles Napier with his flag in "Duke of Wellington." Beyond a reconnaissance of some of the batteries, the "Desperate" performed no service of note before the British fleet quitted the Baltic.

On March 28th, 1855, the "Desperate," commanded by Commander Richard Dunning White, sailed from the Downs in a fleet of 88 steam vessels of various kinds commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the Baltic to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.

On June 20th the "Desperate" and one other ship destroyed five coasting sloops off Pernaü, in the Gulf of Riga.

On July 17th the "Desperate" and one other ship had a sharp engagement with the batteries and gunboats in the Gulf of Riga.

THE KING'S SHIPS

DESPERATE

On July 23rd the "Desperate" and one other ship landed a party of men, and captured the town of Arensburg in the Island of Ösel.

On August 6th the "Desperate" and one other ship landed a party of men near Domenaes, and having destroyed a Russian sloop and Government buildings, repulsed a body of cavalry.

On August 8th the "Desperate" and one other ship had a sharp engagement with some batteries and gunboats near the mouth of the Dwina.

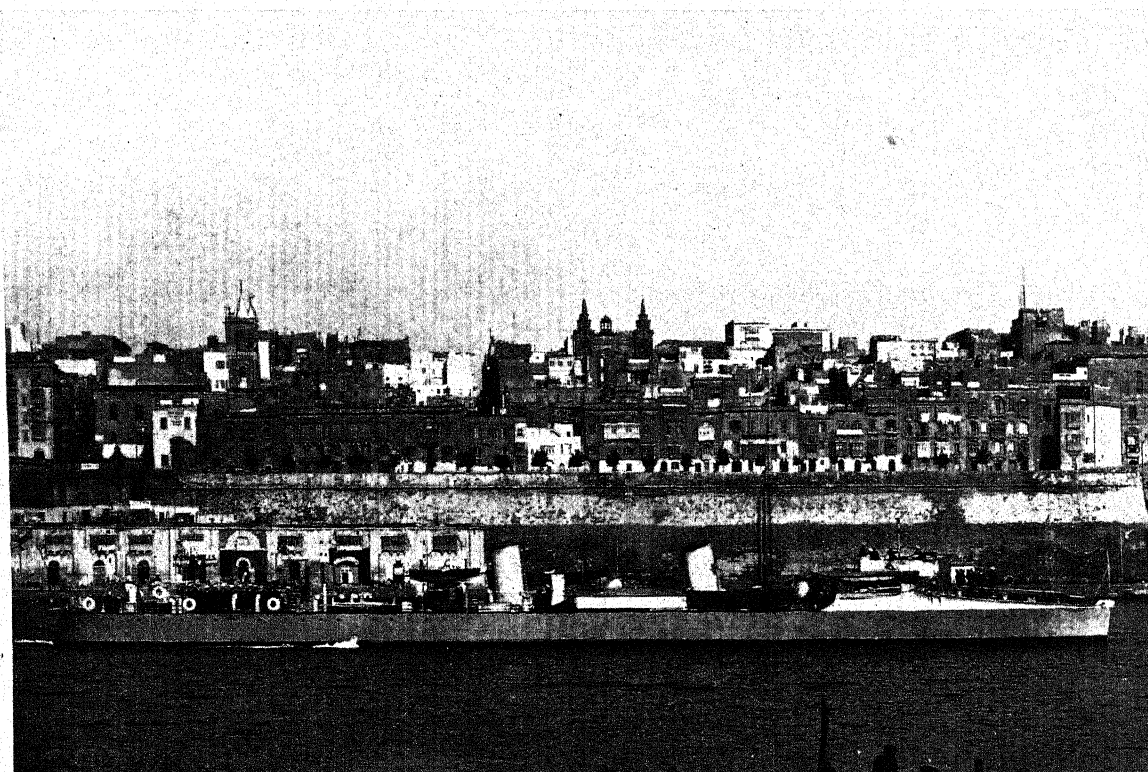
On September 20th the "Desperate" and three other ships had a further engagement with the Dwina batteries.

On October 3rd the boats from the "Desperate" and one other vessel destroyed some small vessels and some government stores at the mouth of the River Rua, before finally quitting the Baltic.

In 1860 the "Desperate," commanded by Commander John Francis Ross, acted against Mexico and occupied Vera Cruz, the Mexicans having postponed the payment of indemnities to persons who had suffered in recent revolutions. Without pressing their claims to a definite conclusion, the British forces decided to withdraw.

In 1865 the "Desperate" was broken up.

The third "DESPERATE" is a twin-screw torpedo-boat destroyer, launched at Chiswick in 1896. She is of 310 tons, 5800 horse-power, and 30 knots speed. Her length, beam, and draught are 210 ft., 19 ft., and 7 ft.



THE THIRD "DESPERATE."

From the photograph by Richard Ellis.

DEVONSHIRE

The War of the English Succession—

- Battles off Cape Barfleur and La Hogue . . . 1692
 Harlow's action with De Pointis . . . 1697

The War of the Spanish Succession—

- Edward's action with Du Guay Trouin . . . 1707

Operations in the Baltic . . . 1717

The War of Jenkins's Ear, and of the Austrian Succession—

- Anson's action with De la Jonquière off Finisterre 1747
 Captured the French "Sérieux" . . . 1747
 Hawke's action with De l'Etendûre off Ushant . 1747
 Captured French "Terrible" and two others . 1747

The Seven Years' War—

- The capture of Quebec . . . 1759
 Operations in River St. Lawrence . . . 1760
 The conquest of Canada . . . 1760
 The capture of Martinique . . . 1762
 The capture of Havana . . . 1762

The Wars of the French Revolution and Empire—

- The blockade of the French Coast . . . 1804
 Lord Keith's attack on French Invasion Flotilla
 off Boulogne . . . 1804



DEVONSHIRE.—A maritime county in the S.W. of England which has given birth to many eminent seamen, such as Raleigh, Drake, Hawkins, and Monck. There are 160 miles of coast-line, generally steep and rocky. About one-fourth of the county is open and uncultivated. A great extent of the surface, however, consists of fine and very fertile valleys, while the climate is mild, and particularly suitable for invalids. Area 2590 square miles. The coast abounds with herrings, pilchards, and mackerel. The Devonshire red breed of cattle is highly valued, and Dartmoor grazes large flocks of sheep. In no other part of England is vegetation more abundant or beautiful, and the valleys abound with orchards teeming with fruit, and the Devonshire lanes are famous for the abundance of wild flowers. Excellent cider is made and the produce of the dairy is considerable.

The county was inhabited by a tribe called Damnonii at the time of the Roman invasion. It was one of the last places where the Britons made a stand against the Saxon invaders.

It seems probable that the introduction of this name into the Navy is an honour to the Cavendish family, who at the time of the launch of the first "Devonshire" held the earldoms of Devonshire and Cavendish. It was in 1688 that William, Earl of Cavendish, and the Earl of Derby, met at an obscure ale-house near Whittington, and in an apartment of 15 by 13 ft. wide, which still goes by the name of the "plotting parlour," laid the plan which dethroned King James II. But it was not until 1694 that this Earl of Cavendish was created Duke of Devonshire.

The first "DEVONSHIRE" was an 80-gun ship of 1155 tons, with a crew of



Painted by B. West.

BOAT-FIGHTING OFF LA HOGUE.

The Painted Hall, Greenwich.

THE KING'S SHIPS

DEVONSHIRE

490 men. She was launched at Burlesdon in 1692. Her length, beam, and draught were 127 ft., 41 ft., and 17 ft.

In 1692 the "Devonshire," commanded by Captain Henry Haughton, was in the centre or red squadron of the combined Anglo-Dutch fleet, commanded by Admiral of the Fleet Edward Russell with his flag in "Britannia." This fleet consisted of 99 ships of the line, 38 frigates and fireships, and mounted 6756 guns. The French fleet consisted of 44 ships of the line, 13 frigates, and fireships, and mounted 3240 guns. The French were commanded by Tourville, with his flag in "Soleil Royal," the same man that two years before had inflicted a severe defeat on the Anglo-Dutch fleet at the battle off Beachy Head.

The opposing fleets met off Cape Barfleur on May 19th. The action began at 10 A.M. and



From an early line engraving.

CAPTURE OF THE FIRST "DEVONSHIRE."

British Museum.

was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd twelve of their men-of-war were burned in the bay of La Hogue. The French made a most gallant defence, but were completely defeated at the end of the six days' operations. Some 20 of their ships escaped by running through the dangerous race of Alderney, and four even went all the way round Scotland ere they reached a French port in safety.

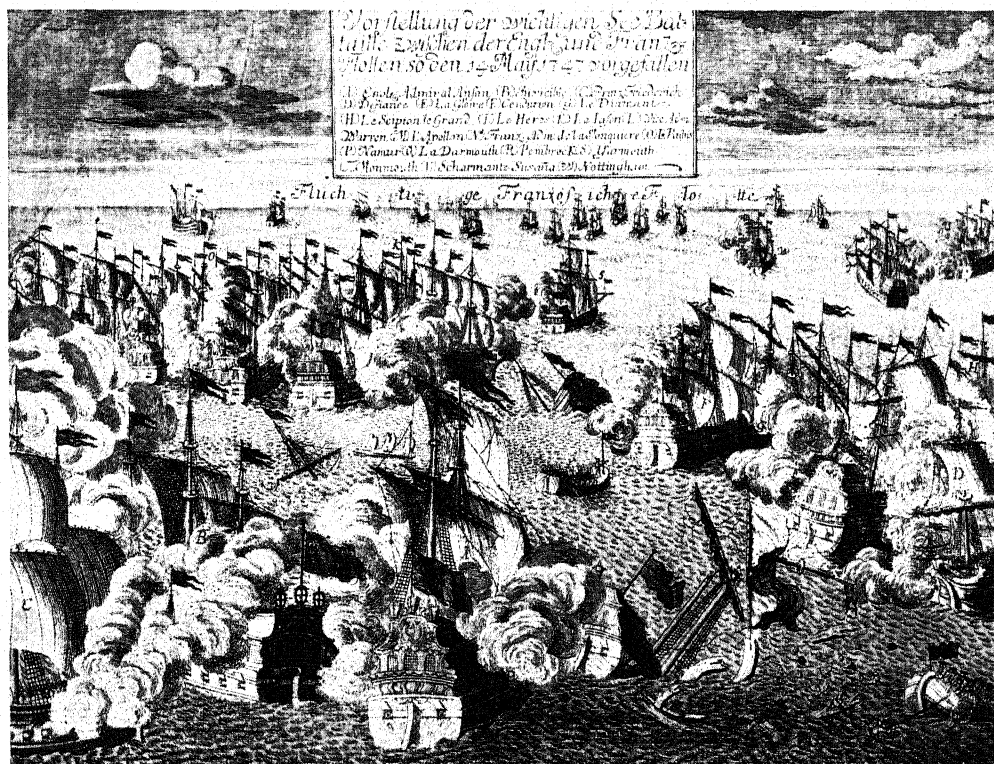
On August 14th, 1697, the first "Devonshire" was one of a detached squadron of five vessels cruising under Captain Thomas Harlow. They sighted Rear-Admiral de Pointis homeward bound from the West Indies with a squadron of ten French men-of-war and two fly boats. The French ships were richly laden with Spanish plunder. The two squadrons engaged for three hours, at the expiration of which the French drew off. They were chased until the 16th, but on that day De Pointis, shook out his reefs, set his topgallant sails to a fresh gale of wind, and left his pursuers far behind him. In the action the English squadron lost 18 killed and 47 wounded.

In 1704 the "Devonshire" was rebuilt at Woolwich.

THE KING'S SHIPS

In 1707 the "Devonshire," under the command of Captain John Watkins, was in the squadron of five ships commanded by Commodore Richard Edwards with his broad pennant in "Cumberland," which started from Plymouth on October 9th to escort a convoy of 130 sail bound for Lisbon with merchandise, warlike stores, and horses.

On October 10th they fell in with 14 French men-of-war under Duguay Trouin and Forbin. The French had thus 600 guns to pit against the English 336. The enemy were engaged with much stubbornness to save the merchantmen, but the result was most serious. The "Royal Oak" was the only man-of-war to get away. With exception of the "Devonshire" all others struck their flags. A large number of the merchantmen were taken—the French claimed 60. The "Devonshire," after making a running fight with five vessels until well into the evening, blew up; and of all her crew only two were saved. The commodore after his release from



From a contemporary Dutch print.

British Museum.

ANSON'S ACTION WITH DE LA JONQUIÈRE.

captivity was tried by court-martial and honourably acquitted. Had there been better feeling and more loyal co-operation between the two French commanders, not a single ship, either of escort or of convoy, should have escaped them.

The second "DEVONSHIRE" was an 80-gun ship launched at Woolwich in 1710. She was of 1304 tons, and her length, beam, and draught were 156 ft., 44 ft., and 16 ft.

In 1711 the "Devonshire," commanded by Captain John Cooper, proceeded to North America in connection with Rear-Admiral Hovenden Walker's expedition against Quebec. As the "Devonshire" was on detached service escorting store transports, and did not essay the passage of the St. Lawrence, her name need not be connected with that disastrous undertaking.

In 1717 the "Devonshire" was one of a fleet of 31 ships under Admiral Sir George Byng which sailed for the Baltic when it was discovered that the Swedish Minister was involved in a Jacobite plot. The ships remained in the Baltic allied with the Danes and Dutch for some months, but no fighting took place.

In 1740 the "Devonshire" became a hulk, and in 1760 she was sold for £285.

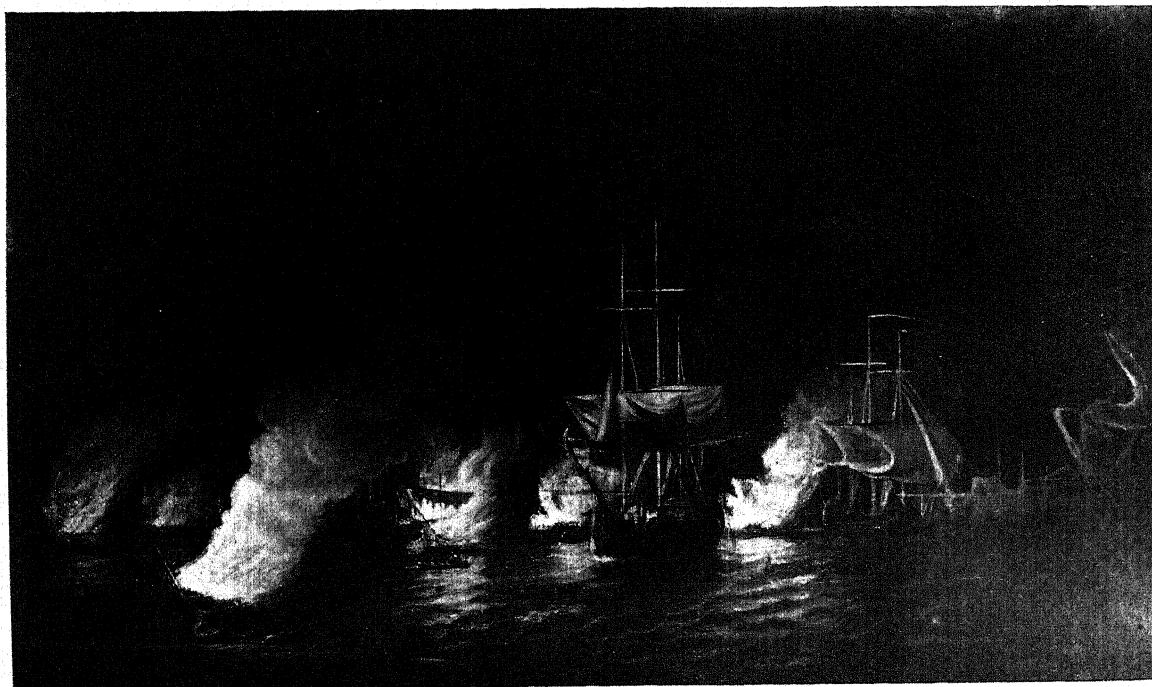
THE KING'S SHIPS

DEVONSHIRE

The third "DEVONSHIRE" was a 66-gun ship, launched at Woolwich in 1745. She was of 1471 tons and carried a crew of 520 men. Her length, beam, and draught were 161 ft., 44 ft., and 18 ft., and she had been cut down from an 80-gun ship soon after launching.

In 1747 the "Devonshire," commanded by Captain Temple West and flying the flag of Rear-Admiral Peter Warren, was in an English fleet of 17 ships commanded by Vice-Admiral George Anson with his flag in "Prince George."

The French, under Admiral de la Jonquière, had 14 men-of-war and a convoy of 24 ships. They were sighted on May 3rd about 70 miles from Cape Finisterre, and promptly made off while Anson chased. A running fight of three hours followed, in which 13 French ships were



Painted by D. Serres, R.A.

FRENCH FIRESHIPS AT QUEBEC.

The Painted Hall, Greenwich.

captured, while a small detached squadron captured six of the convoy. Night saved the rest. The "Devonshire" played a goodly part, and captured the 60-gun ship "Sérieux," which was flying Jonquière's flag. The French lost 700 killed and wounded, and the English lost 520 killed and wounded, including one captain killed and one wounded. This victory was valuable, if not brilliant; specie to the value of £300,000 was taken from the prizes, and the captured men-of-war were all added to the Navy. Vice-Admiral Anson was created a peer for this service.

In October 1747 the "Devonshire," commanded by Captain John Moore, and flying the flag of Rear-Admiral Edward Hawke, was at the head of an English fleet of 14 ships and frigates. On October 14th they sighted a convoy of 242 merchantmen escorted by 10 men-of-war under Admiral de l'Étendue with his flag in "Tonnant." The French at first mistook the British for part of their own convoy, but on discovering their mistake they detached one ship with the convoy, which reached port in safety. Hawke at once chased the remainder, and an action followed. The French behaved with admirable courage, but were overpowered and beaten by sheer weight of numbers. They had in the line eight ships, of which six were captured. The flagship "Tonnant" and the "Intrepide" managed to escape. The British ships were so mauled that they could not pursue the convoy; they lost 154 killed, including one captain and 558 wounded. The French lost 800 killed and wounded. Rear-Admiral Hawke was knighted for this service, but the captain of the "Kent" was dismissed his ship, by sentence of court-martial, for not coming properly into the fight, nor doing his best to damage and distress the enemy. In

this action the "Devonshire's" services were most noticeable. She compelled two ships to strike and then bore down and captured the "Terrible."

Now broadsides to broadsides, smash ! thro' and thro' boring,
 Made the sea seem a forest of lions all roaring !
 But the *Severn's* bruised ribs felt our shot fly so sore,
 That her loud fifty mouths never spoke a word more.
 So silenc'd we left her, without more concern,
 To be catch'd, as we saw, by our frigates astern.
So silenc'd we left her, etc.

Of their *Trident* our *Devonshire* came alongside,
 And souse ! in her guts, such a dose did she hide,
 That the rummaging pills almost work'd her to death,
 For she soon, like the *Severn*, lay gasping for breath.
 Then bounce ! came their *Terrible*—foul on a *Tartar* ;
 But she too sung small, till she cry'd out for quarter.
Then bounce ! came their Terrible, etc.

Now shatter'd and batter'd (Morableu ! such a sight !)
 Their *Thunder* knock'd under, and stole off by night ;
 When six of their squadron, that scarcely could creep,
 We lugg'd and tugg'd home, in our harbours to sleep.
 And so large were their hulks, tho' we ply'd 'em with rubbing,
 To be sure their thick hides took a good deal of drubbing.
And so large were their hulks, etc.

While our salt water walls so begird us about,
 And our cruisers, and bruisers, keep good looking out,
 What force need old England to fear can offend her,
 From France, or from Spain, or a Popish Pretender ?
 So, Huzzah ! to King George, boys ; long, long may he reign,
 By the right of old England, long lord of the Main.
So Huzzah ! to King George, etc.

In 1759 the "Devonshire," commanded by Captain William Gordon, was in a fleet of 49 ships besides transports under the command of Vice-Admiral Charles Saunders with his flag in "Neptune." They left Spithead on February 17th, and, having secured pilots by a ruse, they anchored a few miles below Quebec on June 26th with nearly 10,000 troops. On June 28th the French sent down seven fireships and two fire-rafts, but these were grappled and towed clear by the activity of the seamen. The troops were landed and attacked Quebec on September 13th. The seamen assisted with guns. On this day both General Wolfe and the Marquis of Montcalm, the English and French Commanders-in-Chief of the troops, were mortally wounded. After some fighting the French retired. Additional ships were brought up to bombard, and on the 17th the enemy offered to surrender.

In 1760 the "Devonshire," commanded by Captain George Darby, was in a fleet of 12 ships under Commodore Lord Colville with his broad pennant in "Northumberland," which arrived at Quebec on May 18th to assist to repel the French attempts to oust the British from Canada and regain the command of the country. The "Devonshire" assisted in the capture and destruction of a large number of privateers in the St. Lawrence, and assisted in the capture of Montreal. On September 8th the French capitulated, and the conquest and possession of Canada by the British was complete.

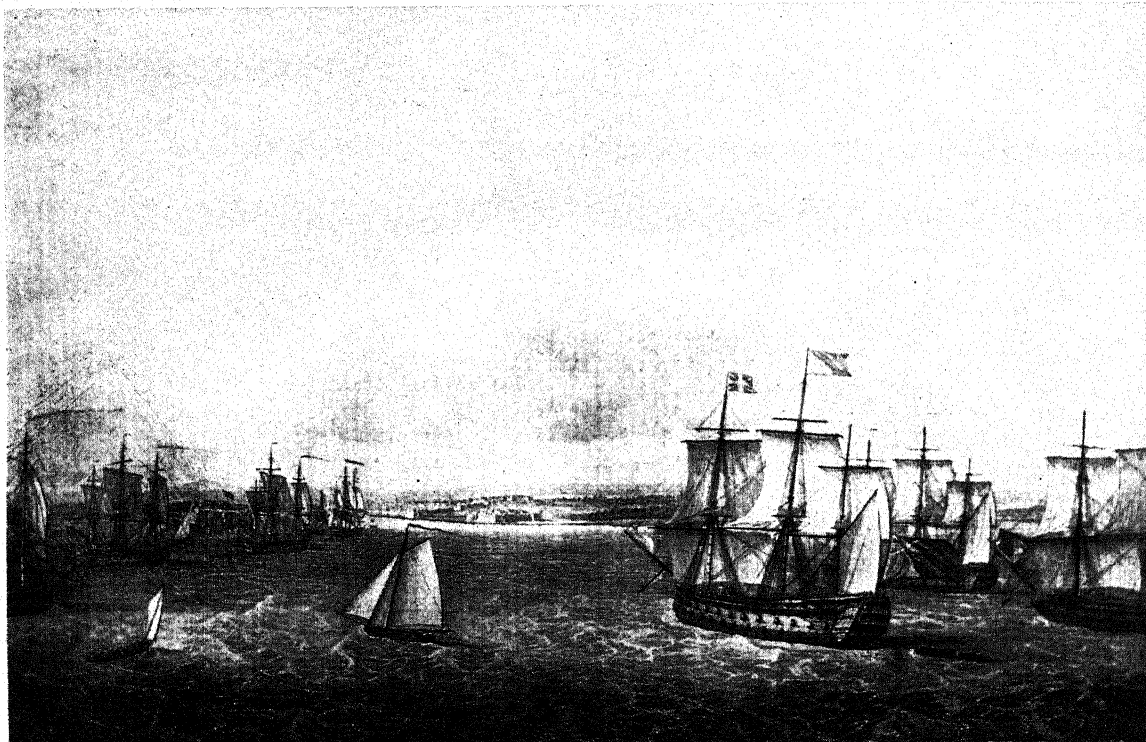
In 1762 the "Devonshire," commanded by Captain George Darby, was in the fleet in the West Indies consisting of 40 ships, frigates, sloops and bombs, with nearly 10,000 troops on board, which arrived off Martinique on January 7th under Rear-Admiral George Rodney. The attack began on January 16th by a general bombardment of the batteries of Fort Royal Bay. When these were silenced the troops were landed, and marched the 6 miles to Fort Royal. The necessary guns were dragged to the front by the men of the fleet, and on the 25th began to bombard. The citadel surrendered on February 5th, and by the 16th the whole island was in the possession of the British, who suffered a loss of 500 killed and wounded.

In 1762 the "Devonshire," commanded by Captain Samuel Marshall, was in the English

THE KING'S SHIPS

DEVONSHIRE

fleet proceeding against the Spaniards at Havana. The fleet consisted of 53 ships besides store-ships, hospital ships, and transports with 15,000 troops. Admiral Sir George Pocock with his flag



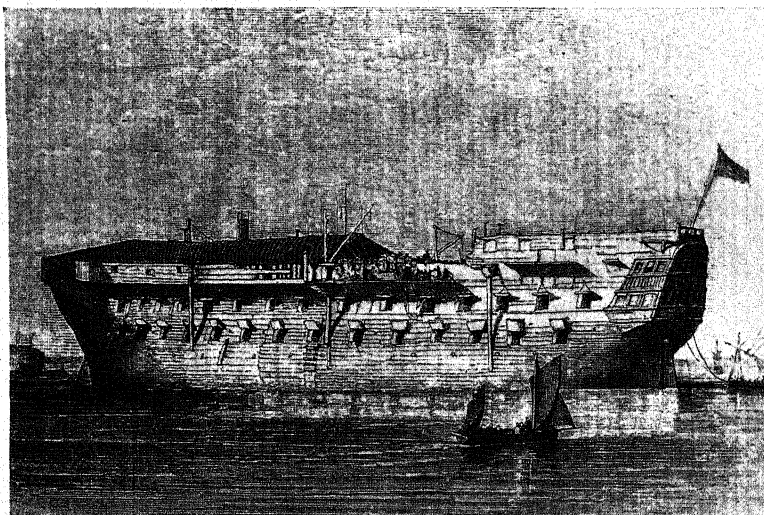
After D. Serres, R.A. Engraved by P. C. Canot.

THE HAVANA EXPEDITION.

Royal United Service Institution.

in "Namur," and George, Earl of Albemarle, were the naval and military Commanders-in-Chief. On May 27th the fleet of 200 sail in all stood away for the Old Strait of Bahama, which was

safely navigated by marking the dangerous shoals with boats. During the passage two Spanish ships were captured. On June 6th the fleet arrived off Havana, and while a feint was made elsewhere, the troops were landed under cover of the guns of the fleet. Moro was bombarded, and although the Spaniards made a most gallant defence, Havana fell, and the British took complete possession on August 14th, 1762. Specie and stores to the value of three million pounds were captured; 13 Spanish men-of-war were destroyed, 3 were sunk, and 2 on the stocks were burned. The British



From a contemporary "Illustrated London News."

CLOSING DAYS OF THE FIFTH "DEVONSHIRE."

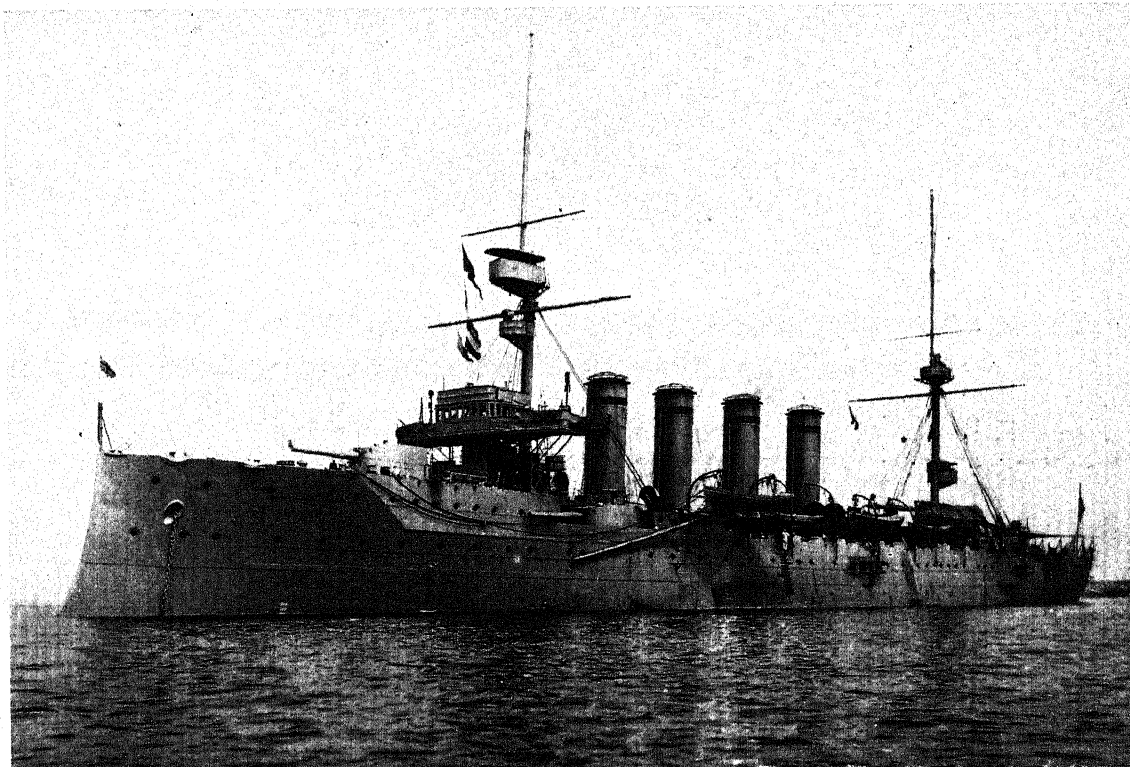
lost 1790 killed and wounded. The division of the prize money caused some heart-burning. It worked out as follows: admiral, £123,000; captain, £1600; petty officer, £17; and seaman or marine, £4. On the way home the fleet was caught in a terrific storm. Twelve transports

and one man-of-war foundered, and the "Devonshire" would probably have fared likewise had she not thrown overboard many of her guns.

In 1772 this ship was broken up at Portsmouth.

The fourth "DEVONSHIRE" was a small fireship. She was a small merchant vessel specially bought and brought into the Navy for the affair now described.

In October 1804 the "Devonshire" was engaged in the attack on Boulogne, where the French had assembled a large flotilla for the invasion of England. Admiral Lord Keith, with his flag in "Monarch," commanded a British fleet of about 40 vessels of all sizes. On October 2nd the "Devonshire" and other fireships, towed by armed launches and accompanied by some torpedo machines of the "catamaran" type, set forth on this enterprise. The attack was



THE SIXTH "DEVONSHIRE."

From the photograph by Weeks and Gimblett.

warmly opposed by the French batteries and gunboats and was a complete failure. The "Devonshire" caught fire and blew up. The British lost four fireships and five catamarans, but were fortunate in losing no lives. The French lost 14 killed and 7 wounded.

The fifth "DEVONSHIRE" was a 74-gun ship launched at Deptford in 1812. She was of 1742 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 47 ft., and 18 ft.

The "Devonshire" became a prison ship at Sheerness, and she was broken up about 1870.

The sixth "DEVONSHIRE" is a 10-gun twin-screw cruiser launched at Chatham in 1904. She is of 10,850 tons, 21,400 horse-power, and 22 knots speed. Her length, beam, and draught are 450 ft., 68 ft., and 25 ft.

DIADEM

The Wars of the French Revolution and Empire—

Lord Hood's occupation, and operations at Toulon	1793
Hotham's action off Genoa	1795
Hotham's action off Hyères	1795
The blockade of Genoa	1796
Operations in Loana Bay	1796
The battle of St. Vincent	1797
The blockade and bombardment of Cadiz	1797
Pellw's operations in Quiberon Bay	1800
Lord Keith's expulsion of the French from Egypt	1801
The capture of Cape Colony	1806

Captured French "Volontaire"	1806
The blockade of Monte Video	1806
The capture of Buenos Aires	1806
Captured Spanish "Arrogante"	1806
The attack upon Monte Video	1806
Captured Maldonado and Island of Gorrette	1806
The capture of Monte Video	1807

The War with America—

The attack upon Norfolk Town	1813
Succoured the American "C. W. Connor"	1862

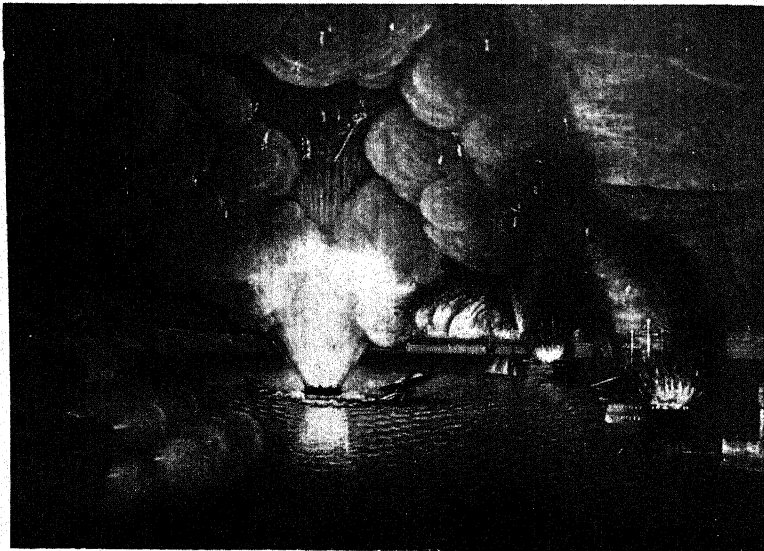


DIADEM.—Anciently a headband or fillet worn as a badge of royalty. Anything worn on the head as a badge of royalty or sovereign dominion.

The first "DIADEM" was a 64-gun ship launched at Chatham in 1782. She was of 1369 tons, and carried a crew of 500 men. Her length, beam, and draught were 159 ft., 44 ft., and 16 ft.

In 1793 the "Diadem," commanded by Captain Andrew Sutherland, was one of a fleet composed of 51 sail of various kinds under command of Vice-Admiral Lord Hood with his flag

in "Victory." They arrived off Toulon on August 15th to keep the French fleet in check. Inside the port there were 58 ships, frigates, and corvettes. The Royalist forces surrendered the town, works, and ships to Lord Hood, who landed seamen and took possession of the forts. The Spaniards under Admiral Don Juan de Langara co-operated with the English. Soon afterwards the French republican forces laid siege to the town, and they continued their operations with such activity that on December 15th the English and Spanish allies were forced to evacuate the place. They took away with them 15,000 of the Royalist



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

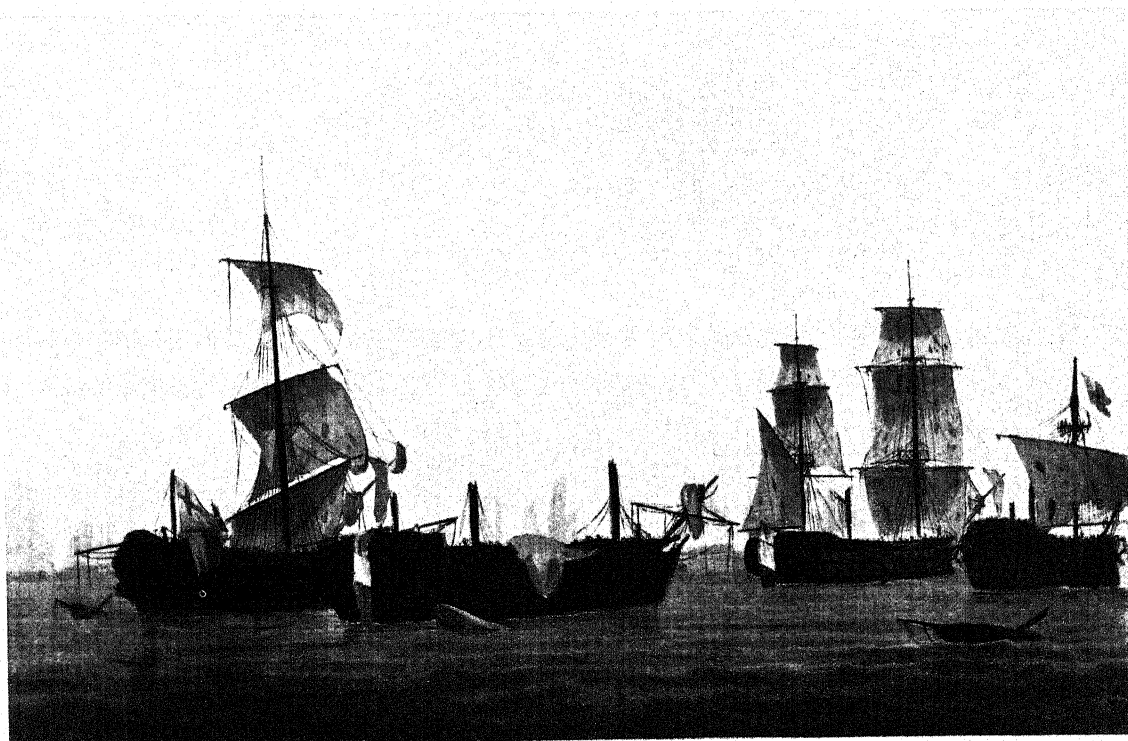
DESTRUCTION OF FRENCH SHIPS IN TOULON.

population and before leaving destroyed the dockyards and magazines and a large number of ships in the harbour. The Royalists who were left behind were ruthlessly massacred by the Republicans. It is interesting to observe that while Nelson was in the harbour commanding the "Agamemnon," Napoleon was outside the town among the Republican besiegers.

In 1795 the "Diadem," commanded by Captain Charles Tyler, was in the rear squadron of a combined British and Neapolitan fleet of 24 sail in all, commanded by Vice-Admiral Hotham

with his flag in "Britannia." They fought an action with the French off Genoa. The French fleet consisted of 22 ships. The enemy were sighted on March 11th, and after a chase a partial action took place on the 13th. A further action took place on the following day, in which two French ships were captured, while two English ships had to be towed out of the fighting line. The total British loss was 74 killed and 284 wounded, to which the "Diadem" contributed 3 killed and 7 wounded. The total French loss is not known, but the two captured French vessels alone lost 400 killed and wounded. Historians consider that Vice-Admiral Hotham did not take full advantage of his opportunities.

On July 9th, 1795, the "Diadem," commanded by Captain Charles Tyler, was one of a combined British and Neapolitan fleet of 32 sail in all under Admiral Hotham with his flag in "Britannia." Commodore Horatio Nelson, on July 7th, had discovered the French fleet



After T. Whitcombe. Engraved by T. Sutherland.

HOTHAM'S ACTION OFF GENOA.

A. Ackermann.

off Cape de Melle, and was chased to San Fiorenzi, where he gave information to the Admiral. The French fleet consisted of 23 ships under Vice-Admiral Martin. On July 13th the French fleet were sighted off Hyères, and the British at once chased. The action began at 12.30 P.M. At 2 P.M. a French ship struck her colours, and at 3 P.M. Admiral Hotham stopped the action. The British lost 11 killed and 28 wounded, and captured one ship. Admiral Hotham's decision to cease fighting was severely criticised.

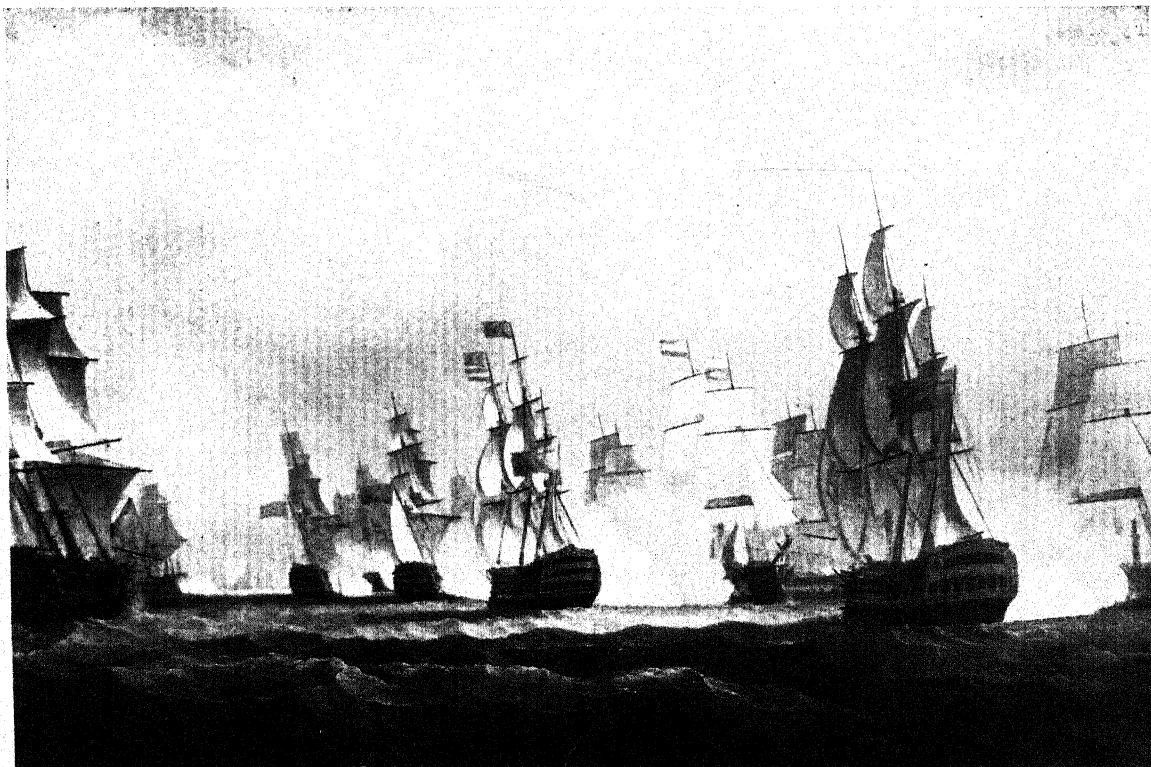
On April 23rd, 1796, the "Diadem," commanded by Captain George Henry Towry, was one of a squadron of four ships engaged in the blockade of Genoa under Commodore Nelson with his broad pennant in "Agamemnon." On April 25th they attacked Finalmarina in Loano Bay, and in spite of a vigorous defence by the batteries, they captured four transports laden with stores for the French army with a loss of only three wounded. On May 31st, having been reinforced by two more frigates, the British squadron chased six French ships under a battery at Oneglia. The battery was silenced by the guns of the squadron; the boats then attacked the ships in face of a heavy fire and captured two. The other four were run ashore by the French, but they were all captured and brought off in face of a heavy musket fire from the beach, with a British loss of only 1 killed and 3 wounded.

In 1797 the "Diadem," commanded by Captain G. H. Towry, was one of a fleet of 15 ships and 7 frigates besides small craft commanded by Admiral Sir John Jervis with his flag in "Victory."

THE KING'S SHIPS

DIADEM

On February 14th they fought a battle off Cape St. Vincent with a Spanish fleet of 27 ships commanded by Admiral Don José de Cordova. On February 13th the "Minerve," flying the broad pennant of Commodore Horatio Nelson, joined Sir John Jervis at sea and informed him that the Spaniards were out. The Spanish fleet was sighted at 6.30 A.M. on the 14th, and the British at once chased. The leading British ship opened fire at 11.30 A.M. The action was general by 1.30. The "Diadem" engaged the "Salvador del Mundo" with great pertinacity and assisted in causing her to surrender. The "Captain," with Commodore Nelson on board, boarded and captured the "San Nicholas" and "San Josef," which had fouled one another. The action ceased at 4.30 P.M. Four Spanish ships of the line were captured and several others were crippled. The British lost no ships, but had 73 men killed and 227 wounded seriously. To this number the "Diadem" contributed two wounded. The Spaniards lost about 1000



Painted by T. Whitcombe.

BATTLE OFF CAPE ST. VINCENT.

The Painted Hall, Greenwich.

killed and wounded. Sir John Jervis was created Earl St. Vincent, and was given a pension of £3000 a year, but it had already been decided to make him a baron before this victory. Several baronetcies and knighthoods were awarded, and the thanks of both Houses of Parliament were voted to the fleet.

On April 4th the "Diadem" arrived off Cadiz in the fleet commanded by Sir John Jervis, which established a blockade of the Spanish fleet. On July 3rd Cadiz was bombarded and the boats of the fleet unsuccessfully attacked. On July 5th Cadiz was again bombarded without much success, and soon afterwards the British fleet withdrew.

In 1800 the "Diadem," commanded by Captain Sir Thomas Livingstone, Bart., was in a fleet of 18 vessels in all, under Captain Sir Edward Pellew in the "Impétueux." This fleet was directed to co-operate with the insurgent French Royalists, and with that object it anchored in Quiberon Bay on June 2nd. On the 4th two forts were attacked and afterwards destroyed by a landing party. On the 6th a body of troops acting with the armed boats of the fleet burned a French 18-gun sloop, carried off several small craft and about 100 prisoners, destroyed some guns, and blew up a magazine, only one British seaman being killed.

In 1801 the "Diadem," armed *en flûte* and commanded by Captain John Larmour, was in a combined British and Turkish fleet of 52 ships in all, commanded by Admiral Lord Keith

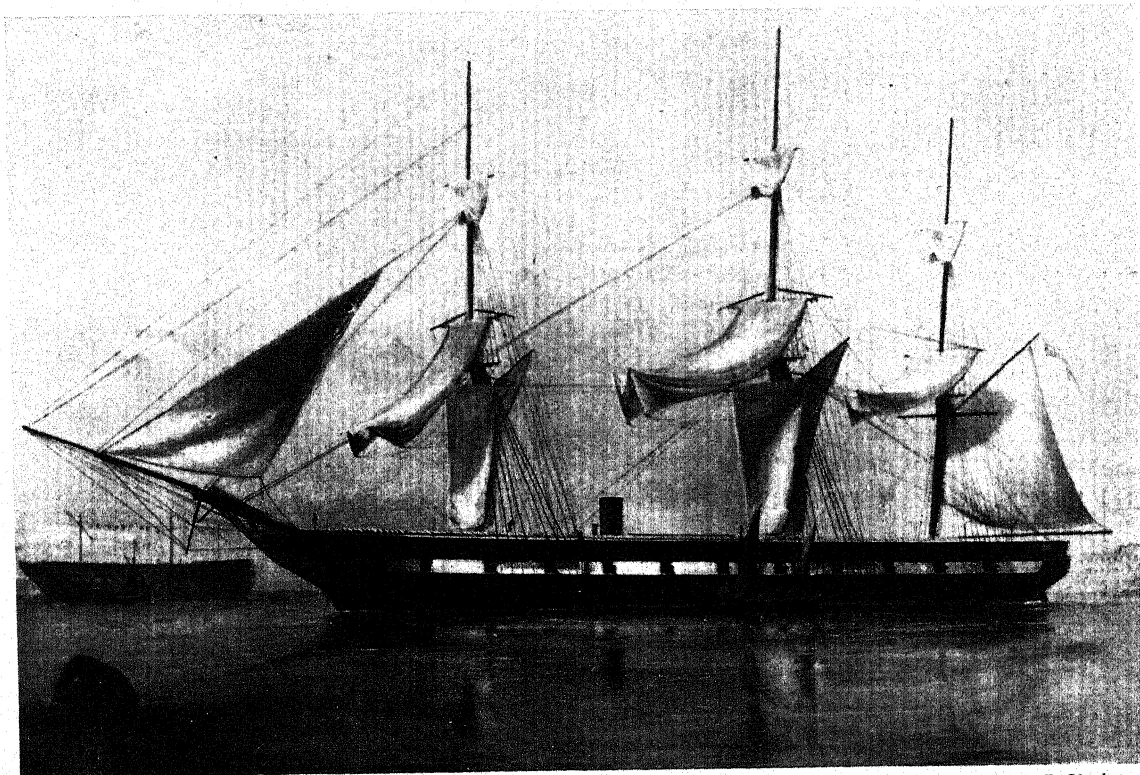
with his flag in "Foudroyant." Transports carrying 16,150 troops under General Sir Ralph Abercromby accompanied the expedition, which arrived at Aboukir Bay on March 2nd. The troops were landed in face of the French fire, and 1000 British seamen were put ashore to assist them. The beach was seized, and the enemy driven back. In the preliminary operations the Naval Brigade lost 22 killed and 70 wounded. The small vessels of the fleet manoeuvred in Lake Aboukir, and assisted the military, subsequently proceeding up the Nile and doing valuable service. In the subsequent operations the French capitulated and were expelled from Egypt, being conveyed to France at the expense of Great Britain. Five ships in the inner harbour of Alexandria were captured, two of which were brought into the English Navy.

In 1806 the "Diadem," commanded by Captain Hugh Downman and flying the broad pennant of Commodore Sir Home Riggs Popham, was one of a squadron of nine men-of-war, besides transports with 5000 troops, which sailed for an attack on the Cape of Good Hope. The men were landed with great difficulty at Saldanha Bay and other points. On January 7th the army moved towards Cape Town, dislodged the Dutch from the summit of Blauwberg, and after a brisk bayonet action obliged the main force of the enemy to retire with a loss of 700 killed and wounded, as opposed to a British loss of 15 killed, 189 wounded,



After M. Brown. T. H. Parker, Brothers.
Engraved by A. Cardon.

Home Riggs Popham



THE THIRD "DIADEM."

Vice-Admiral Sir Bouwerie F. Clark.

THE KING'S SHIPS

DIADEM

and 8 missing. On the 9th the British reached Salt River, and by the 12th Cape Town, and subsequently the whole of Cape Colony, surrendered.

On March 4th, 1806, while the "Diadem" was in Table Bay, the French 40-gun frigate "Volontaire" entered the harbour, deceived by the flags flying from the forts and shipping. As she passed the "Diadem," that ship changed her colours, and directed the French ship to surrender, which she very sensibly did without further argument.

On April 14th, 1806, the "Diadem," flying the broad pennant of Commodore Sir Home Riggs Popham, sailed from Table Bay in a squadron of six men-of-war and five transports for an attack on the Spanish ports of Monte Video and Buenos Aires. This expedition was undertaken without authority from the Home Government. On June 16th troops were landed for an attack on Buenos Aires, and the "Diadem" established a blockade of Monte Video. The Spaniards destroyed a bridge to delay the approach, but the British forces crossed the river by means of improvised rafts, and on July 2nd Buenos Aires capitulated and surrendered over a million dollars. The Spaniards, however, two months later, re-attacked the town in over-

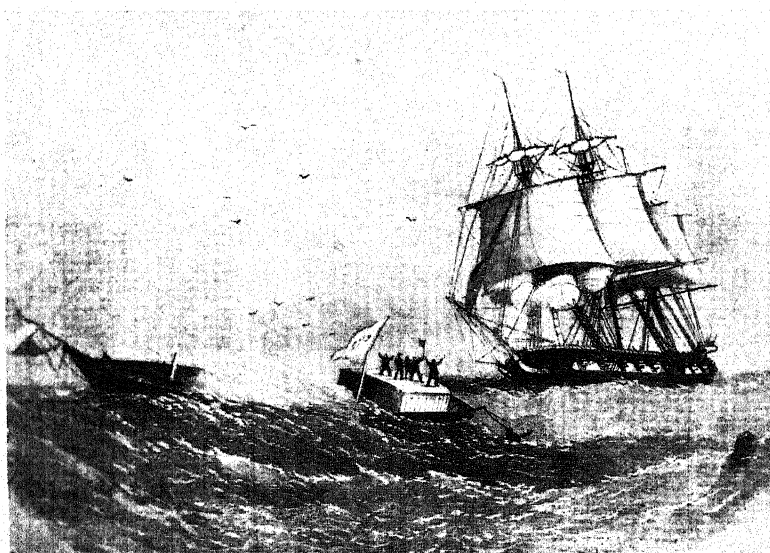
whelming numbers and recaptured it, with a British loss of 48 men killed, 107 wounded, and 10 missing.

On July 30th the "Diadem" captured the Spanish 2-gun vessel "Arrogante" off Monte Video.

In October the squadron attacked Monte Video, but the attempt failed, as owing to shallow water the ships could not get near enough to the defences to make any impression on them.

On October 29th the town of Maldonado, and on the 30th the Island of Gorrette, were attacked and captured by the British forces.

Commodore Sir Home Riggs Popham was then superseded, and recalled to



Commander William E. Miller, R.N.

THE THIRD "DIADEM" RESCUES THE CREW OF "C. W. CONNOR."

England, where he was severely reprimanded by sentence of court-martial for leaving his station at the Cape of Good Hope without orders.

In 1807 the "Diadem," commanded by Captain Samuel Warren and flying the flag of Rear-Admiral Charles Stirling, was at the head of a fleet of seven ships, and some sloops, brigs, and transports under Rear-Admiral Charles Stirling. On January 16th a body of troops were landed near Monte Video, together with about 800 seamen and marines under Captain Ross Donnelly of the "Ardent." On the 25th the batteries were opened, and on February 3rd the city of Monte Video was gallantly stormed and captured. The Navy lost 6 killed, 28 wounded, and 4 missing during the operations.

In 1813 the "Diadem," commanded by Captain John Martin Hanchett, took part in the war with America.

In June 1813 the "Diadem" took part in the attack on Norfolk town in a fleet of 13 vessels. Three thousand troops were landed, but became entangled in some deep creeks, and re-embarked without carrying out their part of the programme. The Naval attack was made by a division of 15 boats with 700 men, led by Captain Hanchett in the "Diadem's" launch. The Americans waited until the boats were close in, and then opened a hot fire, three of the boats being sunk. Soon afterwards the British retired with a loss of 91 men killed and wounded, the Americans having no casualties.

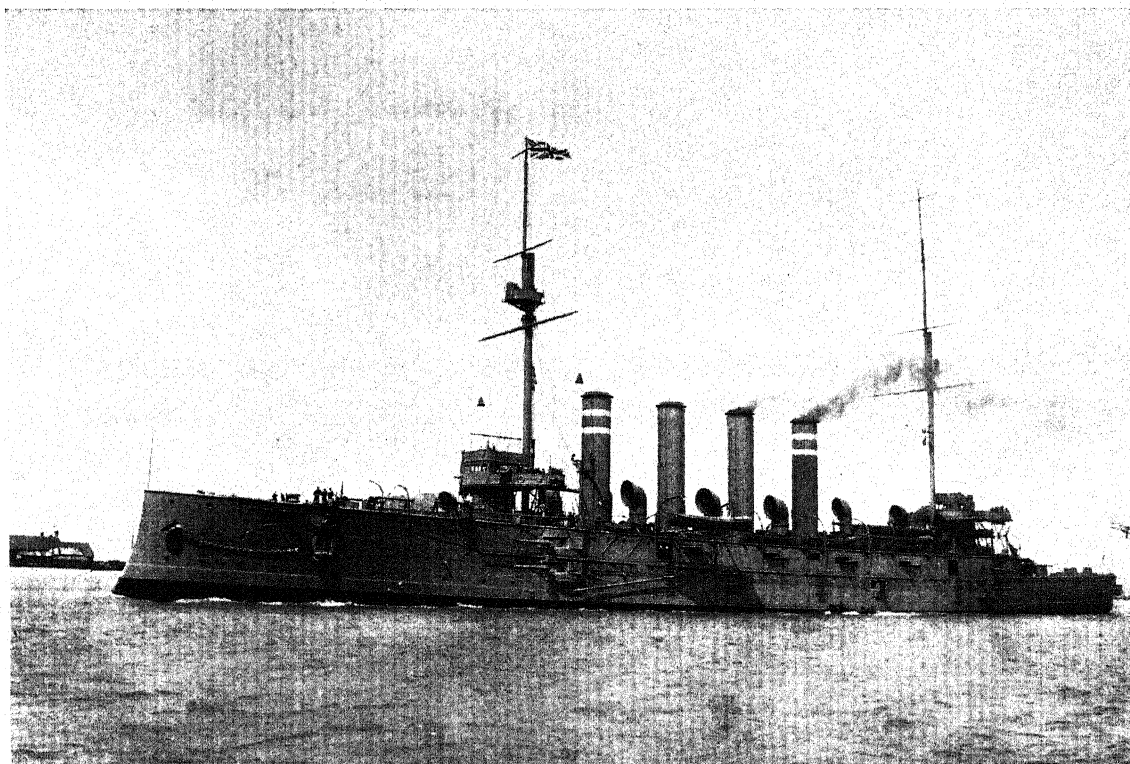
The "Diadem" ended her career as a receiving ship at Plymouth, and she was broken up in 1832.

The second "DIADEM" was a 16-gun sloop, purchased in 1801. She was of

368 tons, and carried a crew of 100 men. Her length, beam, and draught were 102 ft., 29 ft., and 9 ft. This vessel's name was changed to "Falcon."

The third "DIADEM" was a 32-gun screw frigate launched at Pembroke in 1856. She was of 2483 tons, 800 horse-power, and carried a crew of 250 men. Her length, beam, and draught were 240 ft., 48 ft., and 15 ft.

On March 12th, 1862, the "Diadem," while returning home from Bermuda with half the crew of the wrecked "Conqueror," met the American ship "C. W. Connor," dismasted and helpless, and was able to rescue the crew, who were in a sore plight.



THE FOURTH "DIADEM."

From the photograph by Ernest Hopkins.

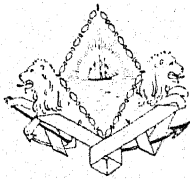
The "Diadem" was subsequently reduced to a 16-gun ship, and under the new rating in 1874 was of 3803 tons and 2979 horse power. In 1875 this vessel was sold.

The fourth "DIADEM" is a 16-gun twin-screw cruiser launched at Govan in 1896. She is of 11,000 tons, 16,500 horse-power, and 20 knots speed. Her length, beam, and draught are 435 ft., 69 ft., and 26 ft.

DIAMOND

DIAMOND ROCK. FORT DIAMOND

The Campaign of the Spanish Armada—		The War of Jenkins's Ear, and of the Austrian Succession—	
Served to the Westward	1588	The bombardment and capture of Chagres	1740
The first Dutch War—		The battle off Toulon	1744
The battle of Kentish Knock	1652	The Wars of the French Revolution and Empire—	
The battle off Portland	1653	Destruction of French "Volontaire"	1794
The first battle off the North Foreland	1653	Capture of French "Alerte" and French	
Monck's actions off Dutch Coast	1653	"Espion"	1794
Blake's bombardment at Porto Farina	1654	"It would spoil sport for the 'Artois'"	1794
The second Dutch War—		The reconnaissance of Brest	1795
Captured two Dutch ships in the North Sea	1665	Boat attack at Carteret Bay	1795
Captured three Dutch ships off Gothenburg	1667	Destruction of French "Assemblée Nationale"	1795
Chastisement of Algerine pirates	1671	Destruction of French "Étourdie"	1796
The War of the English Succession—		Operations in the Breton port of Erqui	1796
The battle of Bantry Bay	1689	Captured French "Vengeur"	1796
Wren's action with Courbon-Blenac off Désirade	1691	Captured French "Amaranthe"	1796
Action with French squadron in the West Indies	1693	Pellew's operations in Quiberon Bay	1800
The War of the Spanish Succession—		Captured Spanish "Neptuno"	1801
Walker's expedition to Quebec	1711	Operations in Quiberon Bay	1803
George I.'s War with Spain—		Captured Spanish "Infanta Don Carlos"	1804
The blockade of Puerto Bello	1726	Captured French "Mozambique"	1804
		The defence of "Diamond Rock"	1804-5
		Keppel's operations in Malacca Straits	1832
		The Russian War—	
		The siege of Sebastopol	1854



DIAMOND.—This gem is the most highly valued and brilliant of precious stones. India was the chief source of supply in ancient times. The diamond was then considered to be so hard that when it was struck with a hammer the iron and the anvil split asunder. It also resisted the fire, and an old fable related that it could be subdued and broken down only by being dipped in fresh warm goats' blood. The modern art of cutting and polishing diamonds is said to have been discovered at Bruges in 1456. The value of diamonds is determined chiefly by their size, purity, colour, freedom from flaws or stains, and the skill with which they are cut and polished. They are found chiefly in India, Brazil, Australia, and South Africa. The principal diamond-cutters are established in Holland.

The first "DIAMOND" was a hired armed merchantman of 60 tons.

In 1588, under the command of Captain Robert Holland, and with a crew of 40 men, she took part in the campaign against the Spanish Armada. She was one of the vessels serving to the Westward under Sir Francis Drake.

The second "DIAMOND" was a 40-gun ship of 740 tons launched at Deptford on March 15th, 1652, in the presence of Cromwell. Her length, beam, and draught were 127 ft., 31 ft., and 16 ft., and she carried a crew of 180 men.

On September 28th, 1652, the "Diamond" was in the English fleet under "Admiral and General" Robert Blake which engaged the Dutch fleet of 64 sail under Admiral De Witt in the battle of the Kentish Knock. The engagement lasted three hours. The English loss was slight; they captured two Dutch ships, one of which had to be abandoned as she was so riddled that she subsequently sank. The Dutch loss was heavy, largely owing to the dissensions and political difference that prevailed in their fleet. Thus when the Dutch commander-in-chief wished to shift his flag, the crew of the new flagship refused to receive him on board; and twenty Dutch captains deliberately put their ships in such a position that they did not engage the enemy. Eventually the Dutch fleet fled, and the English pursued them up to the shoals of their coast. On arrival in Holland the Dutch captains were shielded by their political friends and escaped punishment. During the engagement several English ships, including the two flagships, grounded on the Kentish Knock Shoal.

In 1653 the "Diamond," flying the flag of Rear-Admiral Roger Martin, took part in the fighting against the Dutch known as the battle of Portland. The Dutch fleet, which was

escorting a convoy of 200 sail to Holland, was commanded by Admiral Tromp and consisted of about 85 sail. The English under "Admiral and General" Robert Blake with his flag in "Triumph" were of about equal strength, though accounts differ very much as to their number, and it is only quite recently that the Navy Records Society has issued a list of ships supposed to be engaged. The first action took place on February 18th, when Tromp fell upon an inferior number of ships under Blake, a large number of the English ships being too far to leeward to engage. This action was followed by a three days' running fight up Channel. Disorder crept in as the Dutch convoy lost faith in their escort, and many Dutch men-of-war took to flight when their ammunition was expended. The Dutch ships disappeared during the night of the 20th-21st, and the English victory was assured. Accounts of the losses differ considerably, but it appears that the Dutch lost about 20 ships, 2000 men killed, many wounded, 1500 prisoners, and about 40 of their merchant convoy. The English lost some 300 killed, 800 wounded, and were compelled to abandon and sink one ship. Two or three English ships were captured by the Dutch, but were subsequently retaken. "General" Robert Blake was seriously wounded, and his flag-



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

THE ARMADA OFF THE LIZARD.

captain and secretary were both killed. Several of the best English ships were absent from this fight owing to injuries received at the battle of the Kentish Knock, or doubtless this affair would have been more decisive.

On June 2nd, 1653, the "Diamond," commanded by Captain William Hill, took part in the first battle of the North Foreland with the Dutch. The English had 100 men-of-war and 5 fireships. The Dutch had 98 men-of-war and 6 fireships. Blake and Tromp were the English and Dutch Commanders-in-Chief respectively. The action began at noon. By 3 P.M. one Dutch ship was sunk. At 6 P.M. a Dutch ship blew up. By June 3rd the Dutch were badly beaten. Eleven prizes were brought in, six were sunk, two were blown up, and 1350 prisoners were taken. The English lost no ships. The "Diamond" subsequently took part in the blockade of the Dutch ports off Katwijk, and in the battle of Scheveningen where Tromp was killed, under the command of "General" Monck, Blake having been left in England seriously ill. The English fleet defeated, scattered, and pursued the Dutch after some stiff fighting, and then returned to England.

In 1654 the "Diamond," commanded by Captain John Harman, was one of a fleet of 25 vessels commanded by "Admiral and General" Robert Blake with his flag in "George." On September 29th they sailed for the Mediterranean. After touching at Cadiz and Leghorn they heard that Tunis Bay was full of men-of-war bound eastward for the Sultan's service. These ships, nine in number, were found in Porto Farina Bay. Blake left six ships to blockade them and proceeded to Cagliari to water his fleet. On returning he found the nine foreign ships

unrigged, their guns mounted ashore, and a camp formed. He attacked on April 4th, one half of the fleet engaging the forts and the other half the ships. Soon the forts were overpowered. The boats were then manned and armed, and the nine men-of-war were boarded, captured, and fired. The English lost 25 men killed and 48 wounded. This was the first occasion on which the guns of a fleet were successfully used against land forts.

In February 1665 the "Diamond," commanded by Captain John Golding, fought one of the first actions of the second Dutch War. While in company with the "Yarmouth" and "Mermaid" she fell in with two Dutch ships in the North Sea. All the ships were scouting on behalf of their respective fleets. After a brave defence both Dutch ships were captured, and among the prisoners was Cornelius Evertsen, the son of the gallant Dutch vice-admiral of that name. Captain Golding was killed during the action.

In December 1667 the "Diamond" was one of a squadron of six men-of-war commanded by Captain Robert Robinson in the "Warspite." The squadron proceeded to Gothenburg to escort home a fleet of merchantmen. On Christmas Day they met and engaged five Dutch men-of-war. After a short action three Dutch ships were captured.

In 1671 the "Diamond," commanded by Captain John Holmes, was in the Mediterranean. The "Diamond" accelerated the Dey of Algiers's desire for peace by displaying great activity against his fleet. While the negotiations were in progress the "Diamond" burned an Algerian prize, and drove an Algerian man-of-war ashore.

In 1689 the "Diamond," commanded by Captain Benjamin Walters, was in a fleet of 22 ships commanded by Admiral Arthur Herbert, which took part in the action with the French known as the battle of Bantry Bay.

The French fleet of 36 ships had conveyed James II. and 5000 troops to Ireland, where all the inhabitants, except those of Ulster, were friendly to their enterprise. The ships then returned to France for



Engraved by C. Visscher.

British Museum.

BATTLE OFF NORTH FORELAND.

ammunition and stores. On their return journey they met Herbert's squadron, and the engagement began at 10.30 A.M. on May 1st off Bantry Bay, and lasted until 5 P.M. The French could have won easily, but for the jealousy between their admirals and the absence of their fireships. One French ship blew up, but the English narrowly escaped a crippling disaster and returned to Portsmouth. The French safely landed their stores and then returned to Brest. As a result of this battle, war was immediately declared with France, while Admiral Herbert was created Earl Torrington as a reminder of his mishandling of the fleet. King William also knighted two captains, and presented each seaman with ten shillings. These undeserved awards were given for politic reasons, for His Majesty had grave doubts as to the loyalty of the fleet to his throne and person.

In 1691 the "Diamond," commanded by Captain Richard Cotton, sailed for the West Indies in a small squadron under Commodore Ralph Wren. In January 1692 Captain Cotton died at Barbados. He was succeeded by Captain Clinton Maund. In February the "Diamond" was off Désirade in a squadron of seven ships under Commodore Wren. They met 26 French men-of-war under Monsieur Courbon-Blenac. The French bore down and engaged. The fight lasted four hours, but Commodore Wren, handling his squadron in masterly fashion, gradually withdrew and got all his ships into complete safety.

On September 20th, 1693, the "Diamond," commanded by Captain Henry Wickham, brought her long and useful career to a close. While engaged in action with the French in the West Indies she was captured under discreditable circumstances. Captain Wickham was tried by court-martial and sentenced to imprisonment for life. Queen Anne upon her accession released him from gaol, but he was never reinstated in the Navy.

The third "DIAMOND" was a fifth-rate, mounting 40 guns, launched at Blackwall in 1708. She was of 536 tons and carried a crew of 150 men. Her length, beam, and draught were 117 ft., 32 ft., and 12 ft.

In 1711 the "Diamond," commanded by Captain Tobias Lisle, was one of a fleet of 20 men-of-war, 31 transports carrying 5300 troops, 1 hospital ship, 8 storeships, and 1 tender, commanded by Rear-Admiral Sir Hovenden Walker with his flag in "Edgar." They were ordered to attack Quebec. Before the arrival at Quebec, it is interesting to note that two captains were one fined and the other dismissed his ship for chasing the enemy without orders. The "Diamond" was sent on detached duty with some transports, and took no part in the subsequent operations. The expedition was a complete failure, and the ships returned to England, where the flagship blew up. The admiral and flag-captain were dismissed the service.

In 1722 the "Diamond" was rebuilt.

On April 9th, 1726, the "Diamond" proceeded to the West Indies in a fleet of 16 ships commanded by Vice-Admiral Francis Hosier. The arrival of this fleet on the station caused the Spaniards much uneasiness. They buried their gold on shore and laid up their men-of-war. Vice-Admiral Hosier blockaded Puerto Bello for six months, until disease forced him to raise the blockade. On August 23rd, 1727, Vice-Admiral Hosier died. The fleet suffered very heavily from disease, and, as an example of the insanitary conditions allowed to prevail, it may be recorded that the Vice-Admiral's body was given a temporary burial-place in the ballast of his flagship "Breda" for four or five months. Vice-Admiral Hopsonn succeeded Hosier, but contracted a fever, and died on board his flagship on May 8th, 1728.

During these two years 2 flag officers, 7 or 8 captains, 50 lieutenants, and 4000 subordinate officers and men were lost by various forms of sickness.

In September 1739 the "Diamond," commanded by Captain Charles Knowles, captured a Spanish ship and a Spanish brigantine valued at £30,000.

In March 1740 the "Diamond," commanded by Captain Charles Knowles, accompanied Vice-Admiral Vernon in his cruise along the Spanish Main, when he exchanged shots with the forts. On March 22nd the "Diamond," in company with other ships, bombarded Fort San Lorenzo at Chagres. The ships pursued a leisurely fire for two days, when Don Juan Carlos de Zavallos, the governor, surrendered Chagres. A large amount of booty, including wool valued at £70,000, was captured, and two small craft and all the ordnance were destroyed.

In 1744 this ship was sold for £301.

The fourth "DIAMOND" was a 40-gun frigate launched at Limehouse in 1741. She was of 697 tons, and her length, beam, and draught were 125 ft., 36 ft., and 14 ft.

In 1744 the "Diamond," commanded by Captain James Hodsell, was in the rear squadron of a fleet of 40 ships in all commanded by Admiral Thomas Matthews with his flag in "Namur." They were opposed to the Franco-Spaniards in the battle off Toulon. The Franco-Spaniards made up a fleet of 36 ships in all, and were commanded by Admiral de Court with his flag in "Terrible." The fleets sighted one another on February 10th, 1744. A hot action followed, in which one ship was captured from the Allies, though subsequently recaptured by them. The Allies were put to flight, and were pursued until the morning of the 13th. The chief result of this action was the suspension of Vice-Admiral Richard Lestock for not supporting the Commander-in-Chief. In England Lestock's unwillingness to sit quietly under his suspension led to a succession of courts-martial. Vice-Admiral Lestock was tried and most undeservedly acquitted. He took shelter behind technical excuses which just saved him. In the subsequent trials Admiral Matthews was cashiered for the general mishandling of the fleet, and four captains were punished for not properly engaging the enemy. In 1756 the "Diamond" was sold for £1000.

The fifth "DIAMOND" was a 32-gun frigate launched at Hull in 1774. She was of 710 tons and carried a crew of 220 men. Her length, beam, and draught were 130 ft., 35 ft., and 12 ft.

In 1784 the "Diamond" was sold for £405.

The sixth "DIAMOND" was a 10-gun armed vessel of 191 tons, hired for service during 1793, and discharged in September 1794.

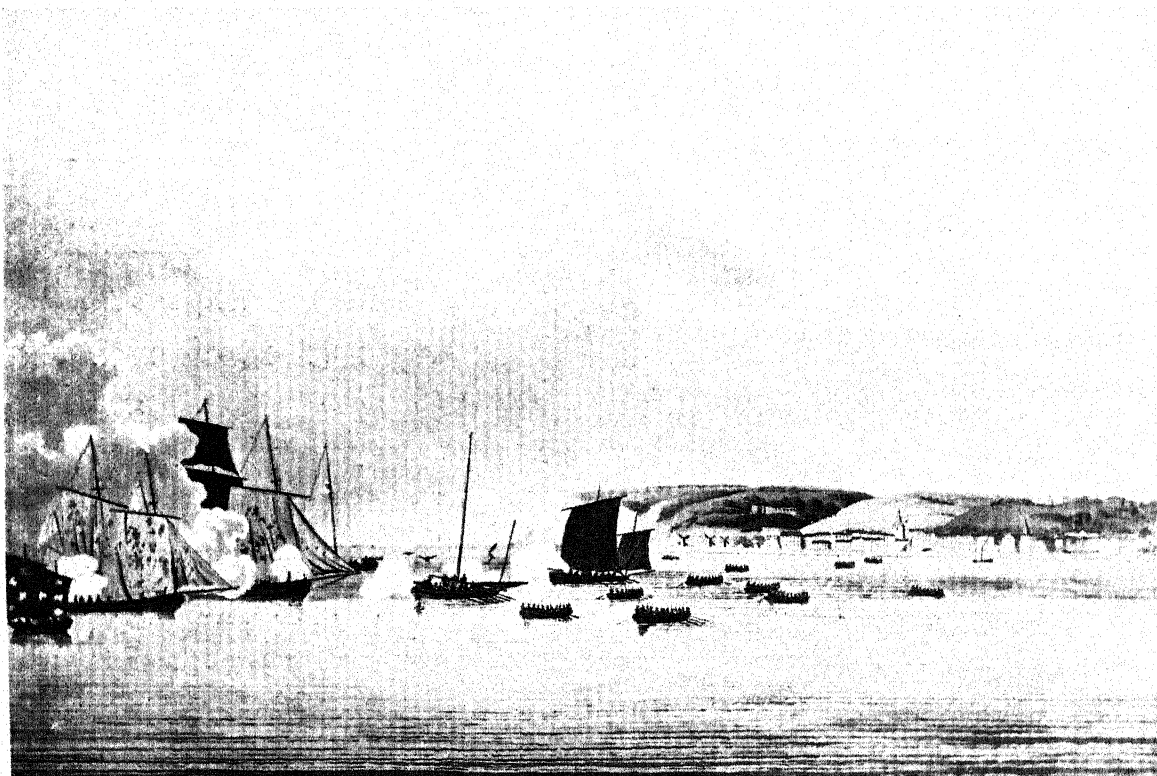
THE KING'S SHIPS

DIAMOND

The seventh "DIAMOND" was a 38-gun frigate launched on the Thames in 1794. She was of 984 tons and carried a crew of 280 men. Her length, beam, and draught were 146 ft., 39 ft., and 14 ft.

On August 23rd, 1794, the "Diamond," commanded by Captain Sir William Sydney Smith, in company with four other ships, discovered the French 36-gun frigate "Volontaire" off Brest, and compelled her to anchor off the Penmarck Rocks. There she was vigorously attacked and driven on shore. At the same time two French corvettes, "Alerte" and "Espion," were driven ashore in Audierne Bay and boarded, 52 French prisoners being brought off.

On October 21st, 1794, the "Diamond," commanded by Captain Sir W. S. Smith, was present and lent her moral support to the "Artois" frigate while she engaged and captured the



After J. T. Serres. Engraved by J. Jeakes.

T. H. Parker, Brothers.

THE SEVENTH "DIAMOND'S" BOATS CARRY "LE VENGEUR" AND ARE THEN CAPTURED THEMSELVES.

French 44-gun frigate "Révolutionnaire." During an action of three-quarters of an hour Sir William Smith declined to fire his guns. "It would spoil sport for the 'Artois,'" he said.

On February 3rd, 1795, the "Diamond," commanded by Captain Sir W. S. Smith, reconnoitred Brest in a most courageous manner. Hoisting French colours, she stood into Brest and counted the ships. Captain Smith stood alongside a French battleship which was leaky, and politely offered assistance, which was declined without the fraud being discovered. The "Diamond" then stood out of the harbour, safely passing some French men-of-war that were entering.

On May 9th, 1795, the "Diamond," in company with four other ships, chased a French convoy and drove it into Carteret Bay. The boats of the squadron then attacked, and captured or burned every vessel but one, with a loss of 2 killed and 17 wounded.

On September 2nd, 1795, the "Diamond," commanded by Captain Sir William Smith, chased and drove on the rocks off Tréguier, on the Breton coast, the French 14-gun sloop "Assemblée Nationale."

On March 18th, 1796, the "Diamond," commanded by Captain Sir William Smith, in company with the "Liberty" and "Aristocrat," attacked and destroyed, in the Breton port of Erqui, the French 16-gun corvette "Étourdie," four brigs, two sloops, and a lugger. In

this dashing operation, in which three commanding guns on the cliffs were successfully stormed, the British loss was 2 men killed and 2 lieutenants and 5 others wounded.

On April 17th, 1796, the boats from the "Diamond" attacked and carried the French privateer "Vengeur" at Havre. The "Vengeur" cut her cable and drifted up harbour, where she was speedily attacked and recaptured by some French small craft. Captain Sir William Smith and a midshipman were taken prisoners and shut up in the Temple at Paris. They escaped, however, in May 1798.

On December 31st, 1796, the "Diamond," commanded by Captain Sir R. J. Strachan, captured the French 14-gun sloop "Amaranthe" off Alderney.

In 1800 the "Diamond," commanded by Captain Edward Griffith, was one of a fleet of 18 vessels commanded by Captain Sir Edward Pellew in the "Impétueux." This fleet was directed to co-operate with the insurgent French Royalists, and with that object it anchored in Quiberon Bay on June 2nd. On the 4th two forts were attacked, and afterwards destroyed



Lithographed by Vincent Brooks.

THE SIEGE OF SEBASTOPOL.

T. H. Parker, Brothers.

by a landing party. On the 6th a body of troops, acting with the boats of the fleet, burned a French 18-gun sloop, carried off several small craft and about 100 prisoners, destroyed some guns, and blew up a magazine, only one British seaman being killed.

On August 20th, 1801, the boats from the "Diamond" and two other ships captured the Spanish 20-gun vessel "Neptuno" lying in Corunna harbour.

On October 9th, 1803, the "Diamond," commanded by Captain Thomas Elphinstone, assisted the "Atalante" to attack three small French vessels in Quiberon Bay; but the attack was a failure, and the British lost 1 killed and 2 wounded.

On December 7th, 1804, the "Diamond," commanded by Captain Thomas Elphinstone, captured the Spanish 16-gun sloop "Infanta Don Carlos."

In 1812 the "Diamond" was broken up.

The eighth "DIAMOND" was a 16-gun sloop taken from the French during 1803 as the "Fort Diamond." She was afterwards renamed "Diamond Rock," and her connection with Diamond Rock, a small island off the coast of Martinique, is indicated by the following letter from Commodore Samuel Hood to the Admiralty:—

H.M.S. "CENTAUR," OFF MARTINIQUE,
February 7th, 1804.

SIR—In the singular situation of the Diamond [Rock] so close to the enemy's shore, and the indication the Captain-General [Villaret-Joyeuse] made of attack, I thought it right a superior com-

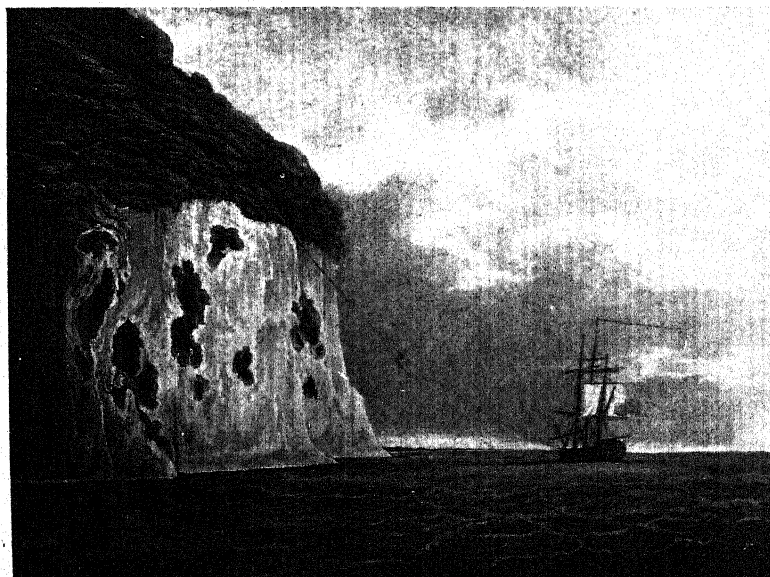
THE KING'S SHIPS

DIAMOND

mand to a lieutenant should be held, and have in consequence of the very zealous conduct of Lieutenant Maurice, first [lieutenant] of the "Centaur," in arranging its works since the commencement of hostilities, given him an acting order as Commander and 100 men for the present establishment of the "Fort Diamond" as a sloop of war, including the Rock, by which warrant officers will be useful for the security of stores, etc., with a lieutenant to command the vessel when she might leave the Rock on any service; a purser will also very much facilitate the arrangement, and the surgeon will superintend a small hospital for thirty men, or if necessary a few more in any casualties or bad fevers from the ship, and which will allow me to do away totally with the hospital at Barbados which is not half so healthy. I hope their Lordships will approve this measure which will be executed with little expense, and may save thousands to the country independent of its utility in consequence of the enemy and protection of the trade passing this channel.—I am, etc.,

SAMUEL HOOD.

That there may be no question as to the fact that it was this vessel which appears in the Contemporary Navy Lists, and not the Rock itself, as has been generally supposed, the Admiralty endorsement on the corner of the letter is given also:—



From an engraving by John Eckstein,
reproduced in "West Indian Tales of Old."

Algernon E. Aspinall, Esq.

HAULING GUNS UP TO DIAMOND ROCK FROM H.M.S. "CENTAUR."

Their Lordships thought proper to order the vessel attached to the service of the Diamond Rock to be registered by the name of the "Diamond Rock" sloop, and that a commission to command her be sent out to Lieutenant Maurice.

The men on Diamond Rock appear, therefore, to have been borne on the books of this sloop.

The history of Diamond Rock is interesting, and an admirable and full account of it will be found in *West Indian Tales of Old*, by Mr. Algernon E. Aspinall. It is by his courtesy that I am able to show two illustrations of Diamond Rock.

The Rock is situated about half a mile from Point du Diamant on the south coast of the French island of Martinique. It is some 600 ft. high and is about a mile in circumference. It is not unlike Ailsa Craig on the western Scottish coast, and owing to its somewhat prismatic shape it has been known to seafaring men generally as Diamond Rock.

When the war was renewed in 1803, Commodore Samuel Hood—who must not be confused with his famous namesake and cousin who became Viscount Hood—was engaged in blockading Fort Royal, Martinique, with his broad pennant in "Centaur." He found that the French vessels that he wished to intercept were able to make a convenience of Diamond Rock by dodging round it, and that the place was a continual annoyance to his operations. He accordingly seized the Rock in January 1804 and placed it under the command of his first lieutenant, James Wilkes Maurice.

By means of an 8-in. hawser, made fast by one end to the "Centaur's" mainmast, and by the other to the Rock, good communication was established.

With the viol block, worked by the "Centaur's" capstan, and running along the hawser as a traveller, three 24-pounders from the "Centaur," two 18-pounders from the "Hippomenes," and four months' provisions were safely landed in one week.

On January 19th, 1804, Queen Charlotte's birthday, the British flag was hoisted, and a salute of 21 guns was fired. The seamen slung their hammocks in caves and tents, and a small hospital was built with the aid of rough materials blasted from the Rock. Discipline was rigidly enforced, and Acting Lieutenant Roger Woolcombe was tried by court-martial and

sentenced to be reprimanded for his "unofficer-like conduct in messing at the top of the Rock with a part of the crew." Thus fortified and manned, the Rock became a source of great annoyance to all passing French ships, and Commodore Hood sailed to Antigua in the "Centaur" to refit in English harbour.

The island was attacked without success by a French force in May 1804, and it thereafter remained without serious molestation until May 1805.

From May 16th to May 29th, 1805, the Rock was completely blockaded by French frigates, brigs, schooners, and small sloop-rigged boats detached from Admiral Villeneuve's fleet, which had just reached the West Indies, little knowing that they were being hotly pursued by Nelson. On May 29th a French squadron set out from Fort Royal, Martinique, under Commodore Cosmao. It consisted of two 74-gun ships, one 36-gun frigate, one brig, and eleven gunboats, each mounting three guns. Some 400 troops accompanied the expedition. On May 31st this squadron bore down on Diamond Rock and attacked it. The British were forced to abandon their lower batteries, and withdrew to the heights. Throughout the day the French bombarded vigorously, and night found the British in desperate straits, but still defending their stronghold with courage and determination.

The attack continued on June 1st and 2nd, the French were reinforced, and on the night of June 1st some of the enemy effected a landing, in spite of the fact that the British concentrated a heavy musketry fire on them and rolled down casks full of stones. On the evening of June 2nd the French sent for scaling ladders and prepared for an assault, and the British, who "had little powder left, and not enough ball cartridges to last till dark," offered terms to the enemy, and denied them the honour of carrying the Rock by storm.

The French dismantled the place at once and threw the guns into the sea. The garrison was taken to Barbados, and Commander Maurice wrote the following letter reporting the loss to Lord Nelson, who by that time had reached Barbados in search of Villeneuve:—

BARBADOS, June 6th, 1805.

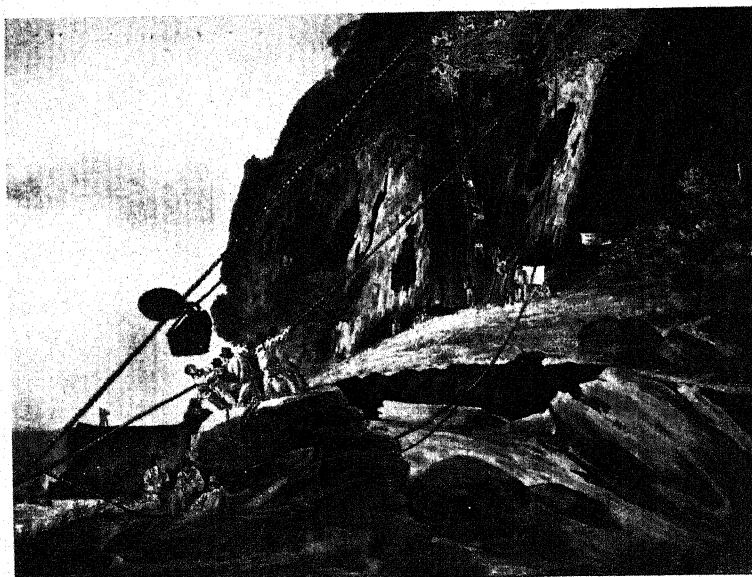
MY LORD—It is with the greatest sorrow I have to inform you of the loss of the Diamond Rock under my command, which was obliged to surrender on the 2nd inst., after three days' attack from a squadron . . . and, from the nearest calculation, 1500 troops. The want of ammunition and water was the sole occasion of this unfortunate loss. Although I shall never cease to regret the accident, yet it is some consolation to think so many valuable lives are saved to His Majesty's service, having only 2 killed and 1 wounded. The enemy, from the nearest account I have been able to obtain, lost on shore 30 killed and 40 wounded, independent of the ships and boats. They also lost three gunboats and two rowing boats. Allow me to speak in the highest terms of the officers and men under my command, and I trust when the court-martial shall have taken place, that their hardships, fatigue, and gallantry will merit your Lordship's approbation, they having been nineteen nights under arms, and some of them obliged to drink their own water. I beg leave to enclose the Articles of Capitulation.—I am, etc.,

J. W. MAURICE.

The Articles of Capitulation were as follows:—

Article I.—That the Rock, with all its works, shall be delivered up entire.

Article II.—That the garrison shall be allowed to march to the Queen's Battery with drums beating and colours flying, and there lay down their arms.



From an engraving by John Eckstein, reproduced in "West Indian Tales of Old."

Algernon E. Aspinall, Esq.

EMBARKING STORES ON DIAMOND ROCK (SEE ALSO ALTERNATIVE LADDERS).

THE KING'S SHIPS

DIAMOND

Article III.—That all private property shall be secured to the officers and men.

Article IV.—That the garrison shall be sent to Barbados at the expense of the French nation, but not to serve till regularly exchanged.

Article V.—That the garrison is capable of holding out a few days longer, and two hours are given for an answer, when hostilities will be recommenced.

J. W. MAURICE.

Lord Nelson's reply was as follows:—

"VICTORY," AT SEA, June 8th, 1805.

SIR—I have received your letter of the 6th inst. acquainting me with the surrender of the Diamond Rock under your command on the 2nd of this month to a squadron of the enemy's ships, etc. . . . together with the terms of capitulation . . . in answer to which, while I regret the loss of the Diamond, I have no doubt that every exertion has been used by yourself and those under your command for its defence, and that its surrender has been occasioned by the circumstances you represent. It is particularly gratifying that so few lives were lost in the contest, and I have very fully to express my approbation of the terms of capitulation, as well as with your conduct personally, and that of the officers and men under your command, which I have to request you will be pleased to communicate to them.—I am, etc.,

NELSON AND BRONTE.

The court-martial was held on board H.M.S. "Circe" in Carlisle Bay, Barbados, on June 24th, 1805, and Captain James W. Maurice and his officers

and men were honourably acquitted and received the commendation of the Court. The President of the Court, Captain Jonas Rose of the "Circe," said he was happy that it had fallen to his lot to return Captain Maurice his sword, "which had been so honourably drawn in the service of his country."

On March 13th, 1804, the "Fort Diamond," temporarily commanded by Lieutenant Thomas Forrest of H.M.S. "Emerald," accompanied by 30 volunteers, proceeded under a battery at Seron, Martinique, and attacked and captured a French schooner, believed from the papers found on board her



From the photograph by H. J. Symonds.

THE TWELFTH "DIAMOND."

to be named "Mosambique." She was pierced for 14 guns, but only had 10 mounted.

The French crew, consisting of about 60 whites and blacks, jumped overboard and swam ashore, and the difficulty of the capture was enhanced by the schooner being secured to the shore by a stout chain. The "Fort Diamond" had 2 men slightly wounded in this operation.

The ninth "DIAMOND" was a 38-gun frigate, launched at Chatham in 1816. She was of 1076 tons, and carried a crew of 300 men. Her length, beam, and draught were 150 ft., 40 ft., and 15 ft.

On February 12th, 1827, the "Diamond" was accidentally burned in Portsmouth Harbour.

The tenth "DIAMOND" was a 4-gun hired schooner dating from 1832.

Commanded by Lieutenant the Hon. Harry Keppel, she was employed in various minor operations in the vicinity of the Moowar River in the Straits of Malacca. A full account of these proceedings will be found in *A Sailor's Life under Four Sovereigns*, by Admiral of the Fleet the Hon. Sir Harry Keppel.

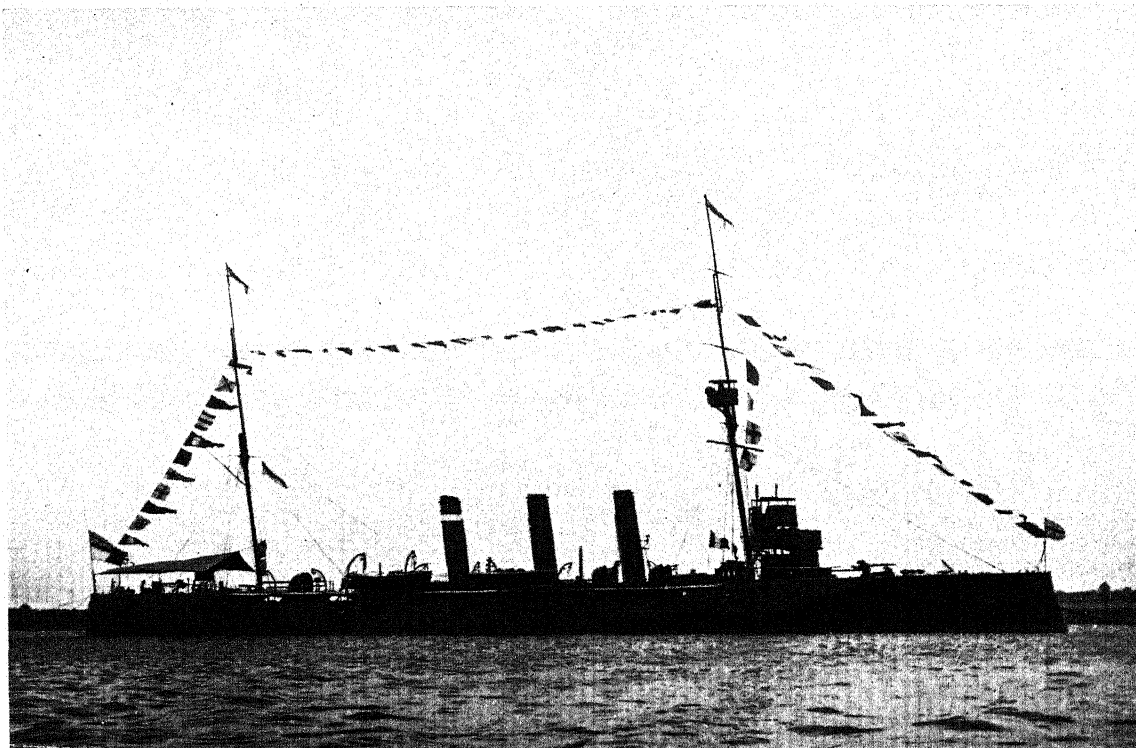
The eleventh "DIAMOND" was a 28-gun frigate, launched at Sheerness in 1848. She was of 1055 tons, and carried a crew of 175 men. Her length, beam, and draught were 140 ft., 42 ft., and 14 ft.

In March 1854 the "Diamond," commanded by Captain William Peel, proceeded to sea directly war with Russia was imminent, and joined a fleet in the Black Sea commanded by Vice-Admiral Dundas with his flag in "Britannia."

In September a Naval Brigade of 2400 seamen, 2000 marines, 65 officers, 50 shipwrights, and 140 guns was landed from the fleet under Captain Peel of the "Diamond," to assist the army in the siege of Sebastopol. Acting as A.D.C. to Captain Peel was a midshipman named Evelyn Wood, now a field-marshal in the British army.

The "Diamond" became a mission ship at North Shields, and her name was changed to "Joseph Straker."

The twelfth "DIAMOND" was a 14-gun screw corvette launched at Sheerness



THE THIRTEENTH "DIAMOND."

From the photograph by O. G. Coates.

in 1874. She was of 1970 tons, 2150 horse-power, and 13.7 knots speed. Her length, beam, and draught were 220 ft., 37 ft., and 18 ft.

In 1889 the "Diamond" was sold.

The thirteenth "DIAMOND" is a 12-gun twin-screw cruiser launched at Birkenhead in 1904. She is of 3000 tons, 10,066 horse-power, and 22 knots speed. Her length, beam, and draught are 360 ft., 40 ft., and 14 ft.

For some years this cruiser was employed in connection with the east coast of England torpedo boat destroyer flotillas, being based on both Chatham and Harwich for this purpose.

DIANA

DIANE

The Campaign of the Spanish Armada—	
Minor part	1588
The Seven Years' War—	
The blockade and bombardment of Louisburg	1758
The capture of Cape Breton and St. John or Prince Edward Island	1758
The capture of Quebec	1759
Operations in River St. Lawrence	1760
The conquest of Canada	1760
"The right of search"	1762
The War of American Independence—	
The blockade of Boston	1775
Johnstone's action with De Suffren at Porto Prayo	1781

The Wars of the French Revolution and Empire—	
Destruction of French "Volontaire"	1794
Capture of French "Alerte" and "Espion"	1794
Assisted to capture Spanish "Diligencia"	1804
Captured American "Topaz"	1807
Captured Dutch "Zefir"	1809
Destruction of French "Eliza"	1810
Boat operations in the Gironde	1811
Captured French "Pluvier"	1811
Destruction of French "Teazer"	1811

The first Burmese War—	
Boat operations in the Irrawaddy	1824
Operations at Panlang, Lyne, and Ava	1824-6



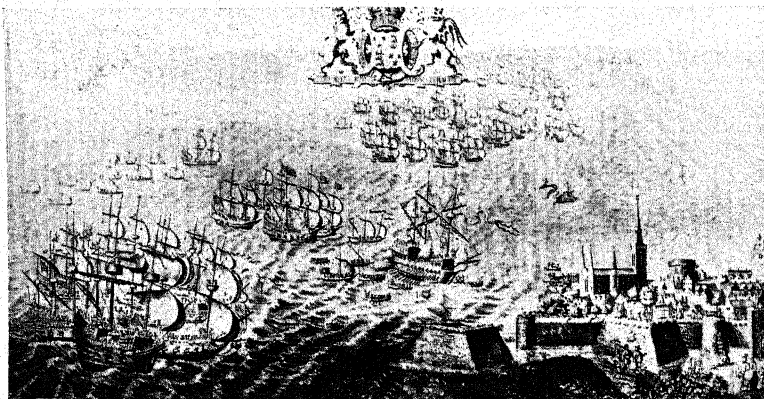
DIANA.—In Roman mythology the daughter of Jupiter and Latona, and twin-sister of Apollo. Having to fill three distinct offices, one on earth, one in heaven, and one in the infernal regions, she received in consequence three distinct names. On earth she was known as Diana, and was the goddess of hunting and chastity. In heaven she was known as Phœbe, and was the goddess of the moon. In Tartarus she was known as Hecate. She is represented bearing a quiver and attended by dogs, and sometimes as being drawn in a chariot by two white stags. The most famous of her temples is that of Ephesus, which was one of the seven wonders of the world.

The first "*DIANA*" was a small vessel of 80 tons, with a crew of 40 men.

She was fitted out and paid by the City of London, and in 1588, under the command of Edward Cock, she took part in the campaign against the Spanish Armada.

She mounted an armament of sakers, minions, falcons, and fowlers, and reverted to the merchants when the Spaniards were defeated.

The second "*DIANA*" was a 12-pounder 32-gun frigate launched at Limehouse in 1757. She was of 668 tons, and carried a crew of 220 men. Her length, beam, and draught were 124 ft., 35 ft., and 12 ft.



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

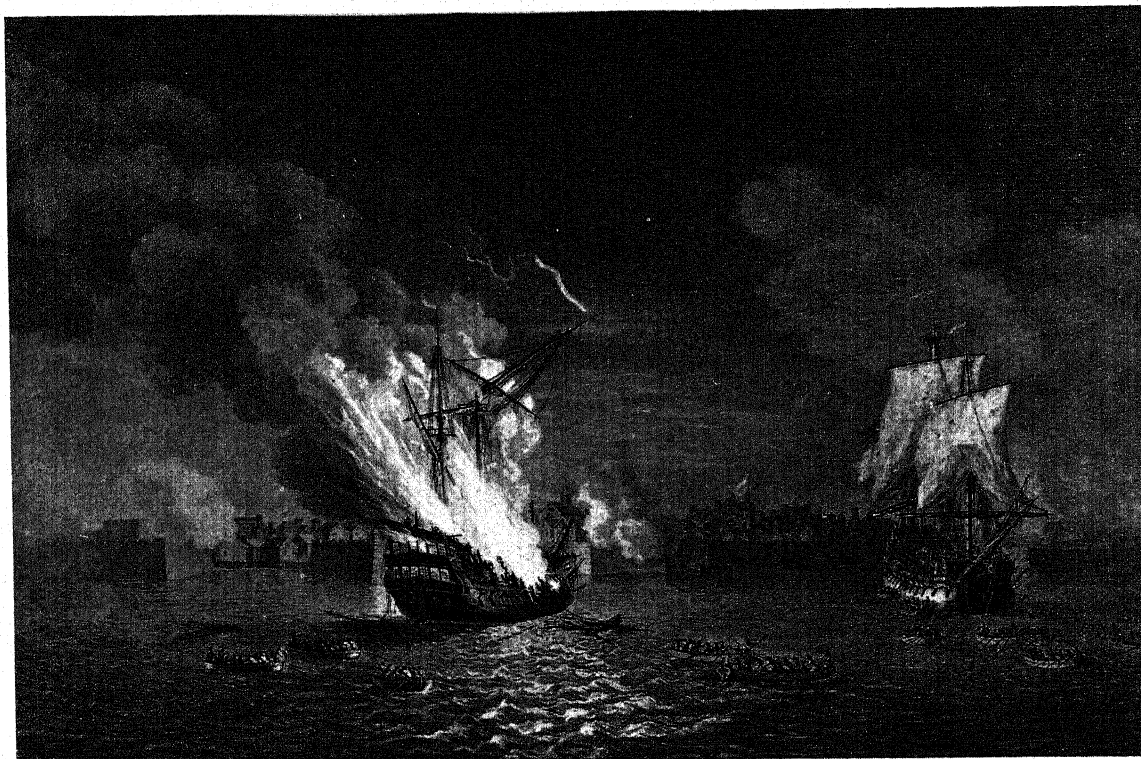
ARMADA IN FULL FLIGHT.

In 1758 the "*Diana*," commanded by Captain Alexander Schomberg and flying the broad pennant of Commodore Philip Durell, left England in February to blockade Louisburg in Cape Breton Island, and to make preparations for the attack on that place. On June 2nd a fleet of 167 sail of various kinds arrived under Admiral the Hon. Edward Boscawen, with Major-General Amherst in command of the troops.

Great difficulty was experienced in landing the men owing to surf, and a large number were drowned. The fleet bombarded, the troops attacked with great vigour, and the French made a most courageous defence. The French ships in the harbour of Louisburg assisted the defenders, and four were sunk in the mouth of the harbour to block the entrance. On July 1st one of the French ships blew up, and set on fire two others, which became total

losses. On July 25th the boats of the fleet were manned and armed with 600 men, and the two remaining French ships were captured. This settled the matter, and the Governor surrendered on July 26th. With the surrender was included not only the Island of Cape Breton, but also that of St. John, now known as Prince Edward Island. 3600 combatants became prisoners of war, and 216 guns and mortars were taken.

In 1759 the "Diana," commanded by Captain Alexander Schomberg, was in a fleet of 49 ships, besides transports, under the command of Vice-Admiral Charles Saunders with his flag in "Neptune." They left Spithead on February 17th, and having secured pilots by a ruse, they anchored a few miles below Quebec on June 26th, with nearly 10,000 troops. On June 28th the French sent down seven fireships and two firerafts, but these were grappled and towed clear by the activity of the seamen. The troops were landed and attacked Quebec



After R. Paton. Engraved by P. C. Canot.

BOSCAWEN AT LOUISBURG.

British Museum.

on September 13th. The seamen assisted with guns. On this day both General Wolfe and the Marquis of Montcalm, the English and French Commanders-in-chief of the troops, were mortally wounded. After some fighting the French retired. Additional ships were brought up to bombard, and on the 17th the enemy offered to surrender. On the 18th Vice-Admiral Saunders was one of the signatories to the acceptance of surrender.

In 1760 the "Diana," commanded by Captain Alexander Schomberg, was in a squadron of 9 ships under Commodore Robert Swanton with his broad pennant in "Vanguard." They arrived at Quebec on April 15th, having been sent out from England. Their duty was to assist to repel the French attempts to oust the British from Canada, and so regain the command of the country. The "Diana" and "Lowestoft" worked up towards the enemy's flotilla in the Upper St. Lawrence, and soon obliged them to retire, with the loss of all their ships except one sloop. The "Diana" enfiladed the enemy's trenches at Sillery, and the French were compelled to abandon them. The army then advanced against Montreal. On September 8th the French capitulated, and the conquest and possession of Canada by the British were complete.

In September 1762 the "Diana," commanded by Captain William Adams, fell in with a Dutch flotilla of four merchantmen, convoyed by a 36-gun frigate. The Dutch were suspected of supplying provisions and stores to the French. The Dutch twice refused permission to

THE KING'S SHIPS

DIANA

search, whereupon the boats from the "Diana" and three other ships boarded the merchantmen. An action followed, which in fifteen minutes resulted in all the Dutch ships submitting to capture. They were found to contain stores and were detained. The frigate lost 4 killed

and 5 wounded, and was allowed to proceed.

In 1781 the "Diana," commanded by Captain Sir William Burnaby, Bart., was one of a fleet of 16 men-of-war, 1 armed transport, and 10 East Indiamen, each mounting 26 guns, under the supreme command of Commodore George Johnstone with his broad pennant in "Romney." They took out with them a considerable body of troops, and sailed from England on March 13th, 1781, with the object of capturing the Cape of Good



Royal Naval College, Greenwich.

MODEL BELIEVED TO BE OF THE FIFTH "DIANA."

Hope. On April 11th the English squadron reached Porto Prayo in the Cape de Verde Islands. On April 16th a French squadron of five ships appeared under Admiral de Suffren, and a rough and tumble action followed. Suffren, seeing that the attack had failed, eventually cut his cables and proceeded to sea. The French lost 105 killed and 204 wounded. The total British loss was 36 men killed and 130 wounded. The French proceeded to the Cape, landed their troops, and secured the Colony from attack. Commodore Johnstone arrived soon afterwards, but, finding himself anticipated, turned aside to Saldhana Bay, where he captured five Dutch East Indiamen. He then sent three ships to reinforce the fleet in India, and returned to England with the remainder.

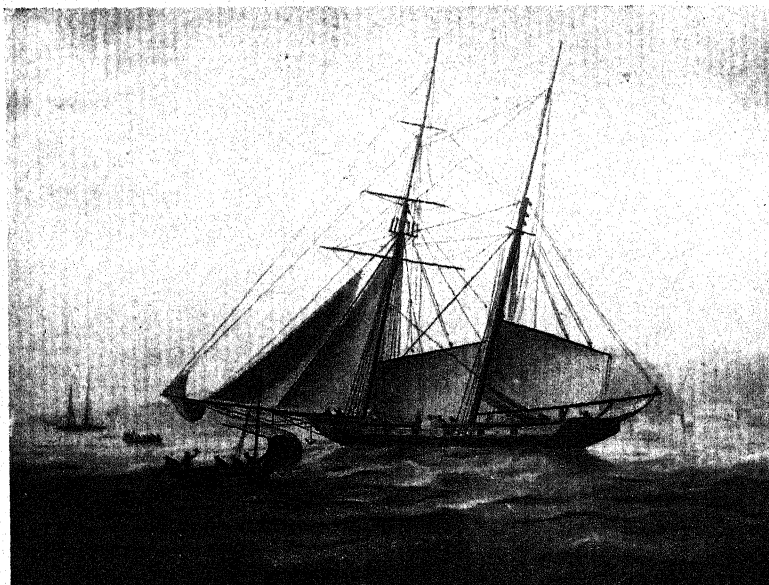
In 1793 the "Diana" was sold for £500.

The third "DIANA" was a 36-gun frigate captured from the French in North American waters in April 1758 by the "Boreas."

The fourth "DIANA" was an armed schooner mounting 6 guns which took part in the war with the American colonies. She was probably hired or purchased locally.

On March 28th, 1775, while commanded by Lieutenant Thomas Graves, the "Diana" had to be abandoned and burned by her crew, in face of the colonists near Boston.

The fifth "DIANA" was a 38-gun frigate launched on the Thames in 1798. She was of 984 tons and carried a crew of 280 men. Her length, beam, and draught were 146 ft., 39 ft., and 15 ft.



From an old painting.

Royal United Service Institution.

THE "TOPAZ," CAPTURED BY THE BOATS OF THE FIFTH "DIANA."

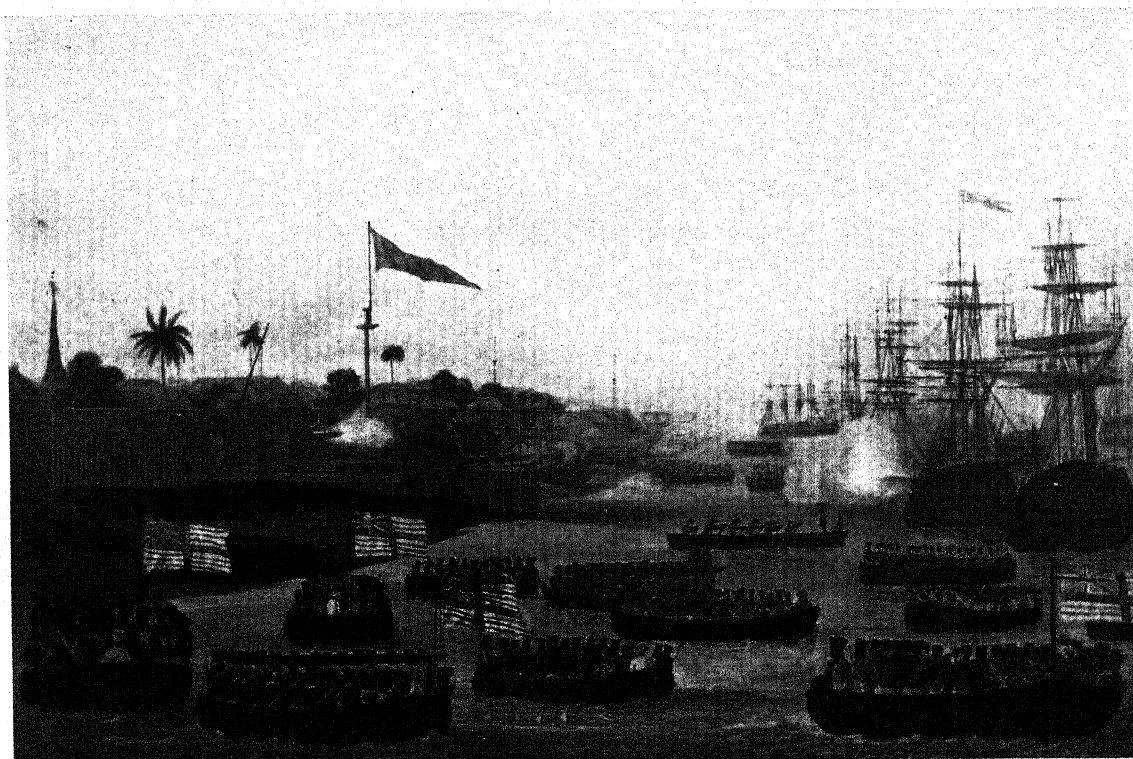
THE KING'S SHIPS

On August 23rd, 1794, the "Diana," commanded by Captain Jonathan Faulknor, was in a squadron of six ships under Captain Sir John Warren in "Flora." They discovered the "Volontaire," a 36-gun French frigate, off Brest, compelled her to anchor off the Penmarcks, and vigorously attacked her until she drove ashore and was abandoned. At the same time the French corvettes "Alerte" and "Espion" were driven ashore in Audierne Bay, and 52 French prisoners were taken.

In December 1804 the "Diana," assisted by the "Pique," captured the Spanish 28-gun frigate "Diligencia" off Altavella.

On August 8th, 1807, the "Diana" sent her boats into Macao Roads, where they captured the American pirate schooner "Topaz."

On December 23rd, 1810, the "Diana," commanded by Captain Charles Grant, sent her boats under Lieutenant Thomas Rowe into the Bay of La Hogue, where they destroyed the



After J. Moore. Engraved by J. F. Reeve.

ATTACK ON RANGOON.

Rear-Admiral Richard P. F. Purefoy.

French 40-gun frigate "Eliza," which had previously been driven ashore by the fire of a British bomb-vessel.

On August 24th, 1811, the "Diana," commanded by Captain William Ferris, and having the "Semiramis" in company, discovered five French merchantmen and the ex-British 14-gun vessel "Teazer." The two English ships stood into the Gironde under French colours and flying the signal for a pilot. When the pilot came he was detained, and the ships calmly anchored under the batteries after dark. The boats then proceeded up the river and captured the entire convoy. On the following morning the "Teazer" was driven ashore and burned, and the 16-gun vessel "Pluvier" was attacked and captured. This most gallant service cost the British 3 wounded and 1 drowned.

In 1815 the "Diana" was sold to the Dutch Government.

The sixth "DIANA" was a 40-gun frigate captured from the French.

She was taken on August 24th, 1800, off Malta, by the "Northumberland," "Généreux," and "Success." She was added to the Navy, but as the fifth "Diana" was holding the name for the time being, her name was changed to "Niobe."

THE KING'S SHIPS

DIANA

The seventh "DIANA" was a hired armed packet of 179 tons, dating from 1804.

The eighth "DIANA" was a 10-gun cutter.

On August 6th, 1808, the "Diana," commanded by Lieutenant William Kempthorne, captured the Dutch 6-gun vessel "Vlieg" off Java.

On September 10th, 1809, the "Diana," commanded by Lieutenant William Kempthorne, discovered the Dutch 14-gun brig "Zefir" at anchor off Amurang in the island of Celebes. The "Zefir" sailed after dark, and was chased by the "Diana." A hot engagement began, in which the damage was all on one side, as the Dutch failed to hit their target. After seventy minutes' fighting the "Zefir" surrendered, with a loss of 5 killed and 8 wounded. Lieutenant Kempthorne was promoted to commander for this service.



After J. Moore. Engraved by J. F. Reeve.

OPERATIONS IN IRRAWADDY.

Rear-Admiral Richard P. F. Purefoy.

In May 1810 the "Diana," commanded by Lieutenant William Kempthorne, was wrecked and lost on the island of Rodriguez, but the crew were saved.

The ninth "DIANA" was a 38-gun frigate launched at Chatham in 1822. She was of 1083 tons and carried a crew of 315 men. Her length, beam, and draught were 151 ft., 40 ft., and 15 ft.

In 1874 the "Diana" was broken up at Chatham.

The tenth "DIANA" was a small paddle steamer, the first ever seen in India, and was purchased into the Navy at Calcutta in 1824, at the request of Captain Marryat, the novelist.

In company with the "Larne" and "Sophie" the "Diana" arrived at Rangoon on May 10th, 1824, to take part in the first Burmah War in an expedition composed of nearly 9000 soldiers.

In September the "Diana" took part in an expedition to Panlang, and rendered great assistance in towing boats, etc.; several stockades and guns being taken.

THE KING'S SHIPS

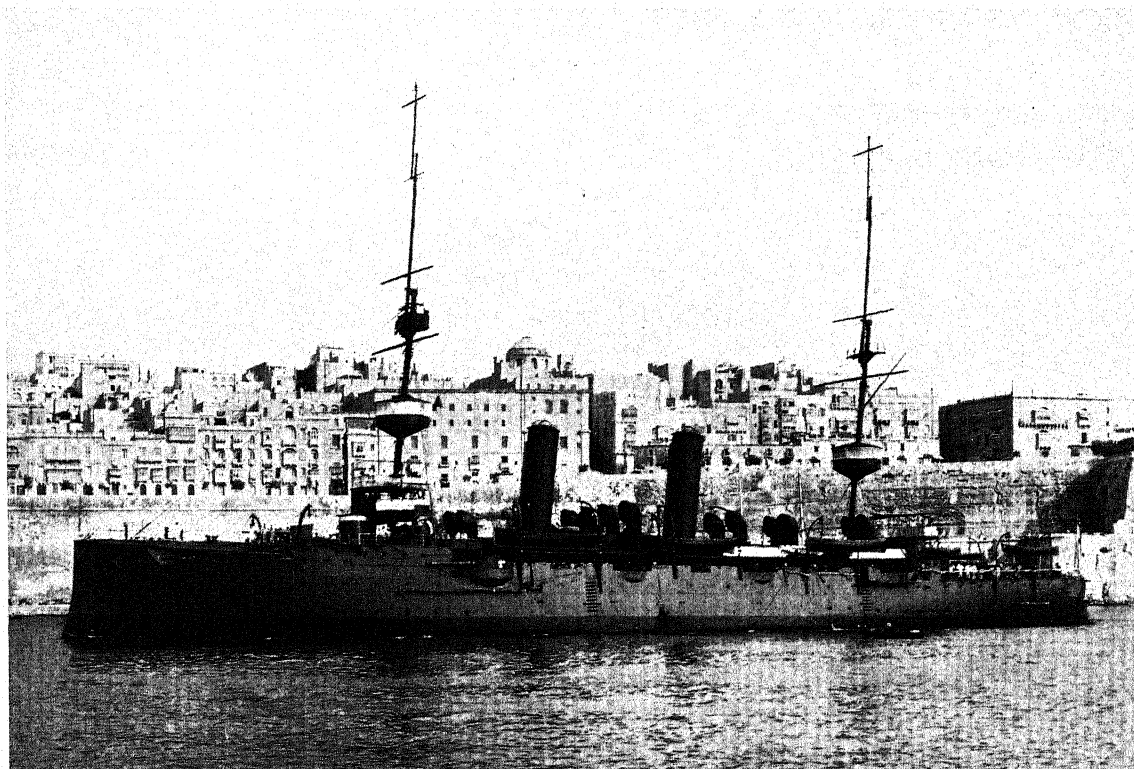
In December the "Diana" destroyed several small craft and harassed the Burmese in the Panlang River.

On December 15th the "Diana" towed troops, and assisted to capture about forty small craft and to destroy numerous firerafts at Lyne.

In January and February 1825 the "Diana," with other ships, assisted the army in the advance on Ava. The ships destroyed a stockade position at Than-ta-bain, and cleared the Panlang branch of the river.

The "Diana" continued to act in the lower reaches of the river, and played a useful part until the Treaty of Yandabo put an end to the war, in February 1826.

The eleventh "Diana" is an 11-gun twin-screw cruiser launched at Govan in 1895. She is of 5600 tons, 9600 horse-power, and 19 knots speed. Her length, beam, and draught are 350 ft., 54 ft., and 21 ft.



THE ELEVENTH "DIANA."

From the photograph by Richard Ellis.

DIDO

The Wars of the French Revolution and Empire—

Lord Hood's occupation and operations at Toulon	1793
Captured French "Téméraire"	1795
Captured French "Minerve"	1795
Lord Keith's expulsion of the French from Egypt	1801

The Syrian War—

The blockade of the Syrian coast	1840
The bombardment of Beyrout	1840
The occupation of Jebel	1840

The first China War—

The Yang-tse-Kiang expedition	1842
The capture of Chingkiang	1842
Suppression of Borneo piracy	1843

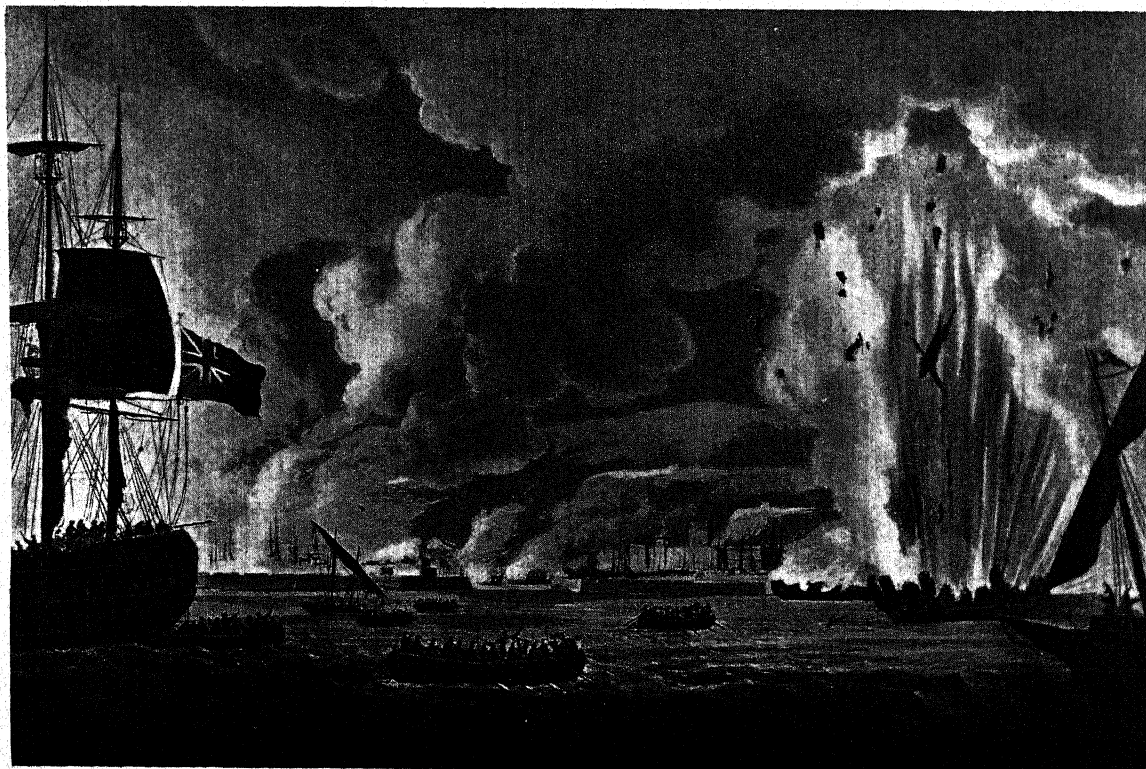
Operations at Paddi, Rembas, Pakoo, and

Sakarran	1843-4
Operations against Seriff Muller	1844
The sham captain	1846
The Russian War—	
The reduction of Petropaulovski	1855
Diplomacy in the River Niger	1871
Diplomacy in the Fiji Islands	1873
Fiji Islands under British flag	1874
The first Boer War—	
Majuba Hill	1881
The third China War—	
Minor part	1900



DIDO.—Queen and foundress of Carthage. Her husband, Sichaeus, King of Tyre, was murdered by her brother for the sake of his riches, but Dido, securing the treasure, sailed with a few followers to Africa, and founded the city which afterwards became Carthage. The King of the Gaetulians wooed her, and his suit was favoured by Dido's subjects, but in order to escape the undesired alliance the Queen slew herself on a funeral-pyre in presence of the people. She was afterwards revered as a goddess. Virgil, in the *Aeneid*, gives a different version of her death. He relates that she received Aeneas on his flight from Troy, and loved him so devotedly that, on his departure for Italy, by order of the gods, she had a funeral-pyre erected on the shore. She mounted it and stabbed herself in the presence of her subjects, and was consumed by the flames as the ship of Aeneas sailed out of sight.

The first "DIDO" was a 28-gun frigate launched at Sandgate in 1784. She was of 594 tons, and carried a crew of 200 men. Her length, beam, and draught were 120 ft., 33 ft., and 10 ft.



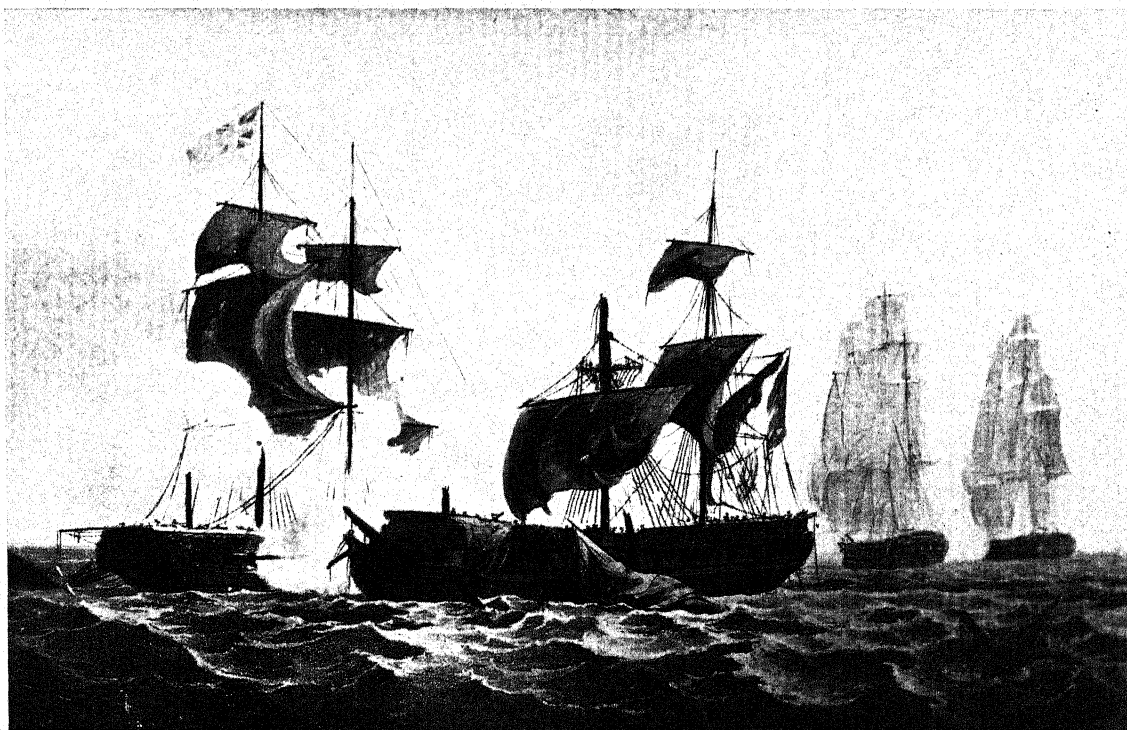
Painted and engraved by A. Robertson.

THE TOULON CONFLAGRATION.

Alfred Davis.

THE KING'S SHIPS

In 1793 the "Dido," commanded by Captain Sir Charles Hamilton, Bart., was one of a fleet of 51 sail of various kinds under Vice-Admiral Lord Hood with his flag in "Victory." They arrived off Toulon on August 15th to keep the French fleet in check. Inside the port there were 58 ships, frigates, and corvettes. The Royalist forces surrendered the town, works, and ships to Lord Hood, who landed seamen and took possession of the forts. The Spaniards, under Admiral Don Juan de Langara, co-operated with the English. Soon afterwards the French Republican forces laid siege to the town, and they continued their operations with such activity that on December 15th the English and Spanish allies were forced to evacuate the place. They took away with them 15,000 of the Royalist population and, before leaving, destroyed the dockyards and magazines and a large number of ships in the harbour. The Royalists who were left behind, men, women, and children, were ruthlessly massacred



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

THE FIRST "DIDO" CAPTURES "MINERVE."

by the Republicans. It is interesting to note that while Nelson was in the harbour commanding the "Agamemnon," Napoleon was among the Republican besiegers.

In May 1795 the "Dido," commanded by Captain George Henry Towry, captured in the Mediterranean the French 20-gun cutter "Téméraire."

On June 24th, 1795, the "Dido," commanded by Captain G. H. Towry, and in company with the "Lowestoft," sighted and engaged off Minorca two French frigates, the "Minerve" and "Artémise." The "Lowestoft" pursued the "Artémise," which managed to escape. The "Dido," with a crew of 193 men, and throwing a broadside of 156 pounds, most gallantly attacked the "Minerve," of 1102 tons, 42 guns, with a crew of 318 men and throwing a broadside of 370 pounds. The "Minerve" attempted to run down the "Dido," but Captain Towry worked his helm so that the blow was oblique. The French tried to board but were beaten off. The "Dido" lost her mizzen mast. The "Lowestoft" then returned to the assistance of the "Dido," and the "Minerve" surrendered after a 3¼ hours' engagement, with a loss of 28 men killed and wounded. The action reflected great credit on the "Dido," which lost 21 killed and wounded.

In 1801 the "Dido," commanded by Captain David Colby, was in a combined British and Turkish fleet of 52 ships in all, commanded by Admiral Lord Keith with his flag in "Foudroyant." Transports carrying 16,150 troops, under General Sir Ralph Abercromby, accom-

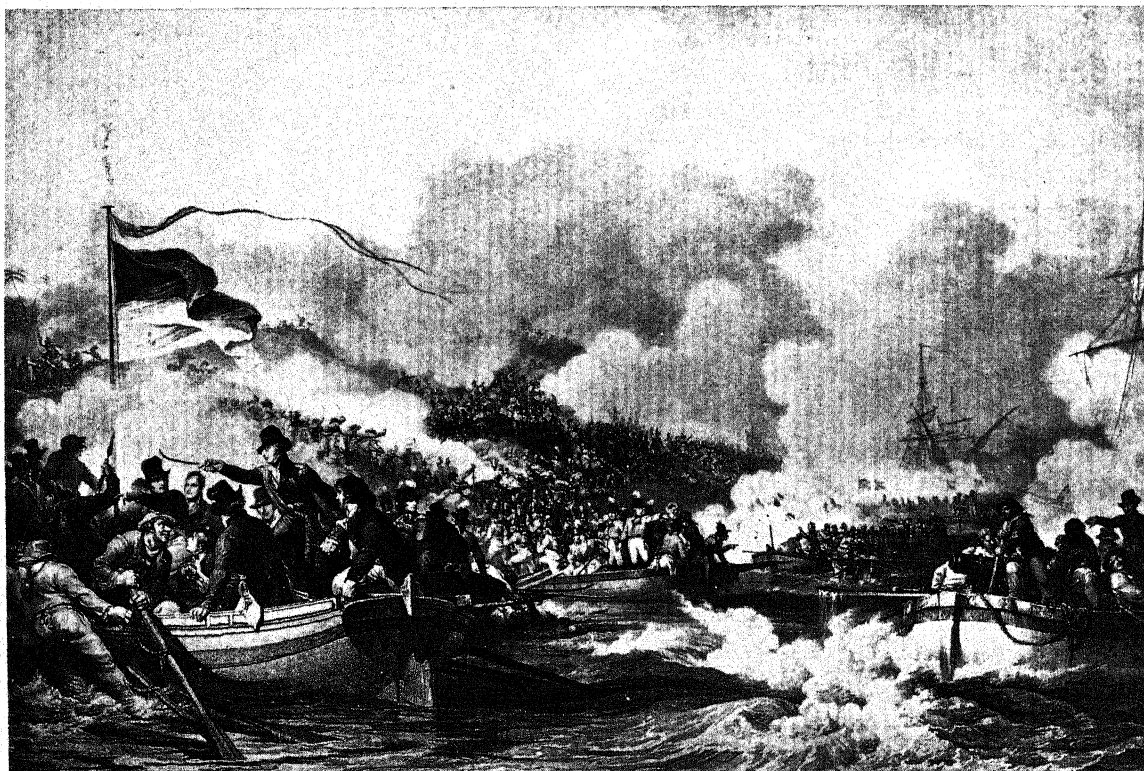
THE KING'S SHIPS

DIDO

panied the expedition, which arrived at Aboukir Bay on March 2nd. The troops were landed in face of the French fire, and 1000 British seamen were put ashore to assist them. The beach was seized and the enemy driven back. In the preliminary operations the Naval Brigade lost 22 killed and 70 wounded. The small vessels of the fleet manœuvred in Lake Aboukir, and assisted the military, subsequently proceeding up the Nile and doing valuable service. In the subsequent operations the French capitulated, and were expelled from Egypt, being conveyed to France at the expense of Great Britain. Five ships in the inner harbour of Alexandria were captured, two of which were bought into the English Navy.

In 1817 the "Dido" was sold.

The second "Dido" was an 18-gun ship sloop, launched at Pembroke in



After P. J. de Loutherbourg, R.A. Engraved by L. Schiavonetti.

British Museum.

KEITH'S EXPULSION OF THE FRENCH FROM EGYPT.

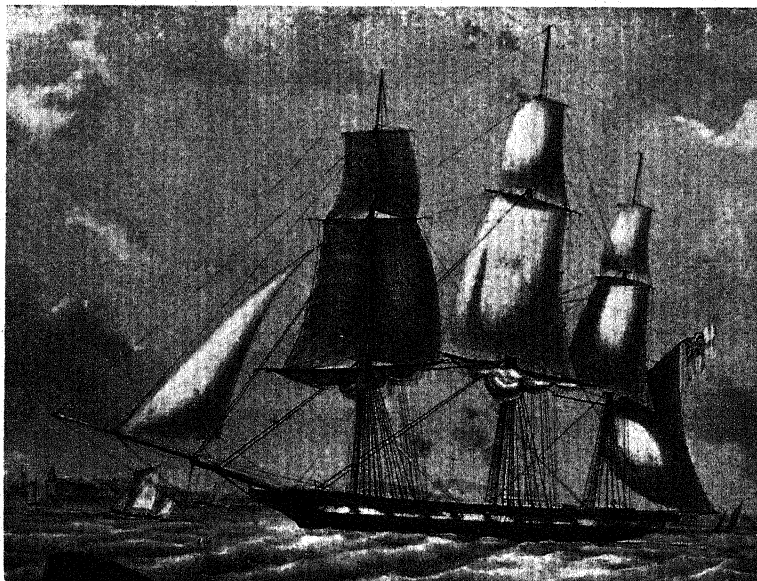
1836. She was of 734 tons, and carried a crew of 145 men. Her length, beam, and draught were 120 ft., 38 ft., and 14 ft.

In 1840 the "Dido," commanded by Captain Lewis Davies, was one of a combined fleet of 32 British, 8 Austrian, and 3 Turkish vessels, under Admiral the Hon. Robert Stopford with his flag in "Princess Charlotte," which were engaged in the blockade of the Syrian coast to prevent any further Egyptian advance against Turkey. On September 9th the majority of the fleet anchored off Beyrout, and escorted Turkish troops and British marines to points of vantage. On September 11th the "Dido" and other ships landed men at Jebel, and attacked the fort. The enemy were in such force that the British had to retire, with a loss of 5 killed and 18 wounded. In spite of their temporary success the Albanians abandoned Jebel, and the place was occupied on the following day. The "Dido" then proceeded on detached service, and did not take part in the subsequent bombardment and capture of St. Jean d'Acre. At the end of November the Egyptians made peace and evacuated Syria.

In 1842 the "Dido," commanded by Captain the Hon. Harry Keppel, took part in some of the operations of the first war with China.

In July 1842 the "Dido," commanded by Captain the Hon. Harry Keppel, took part in the

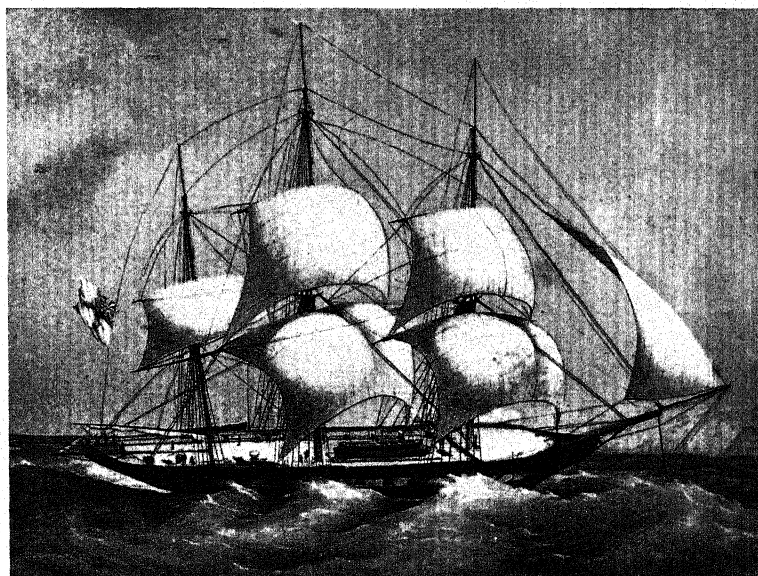
expedition into the Yang-tse-Kiang, which consisted of about 18 men-of-war, 9 East India Company's paddle steamers, and 40 transports, carrying 9000 troops under Rear-Admiral Sir William Parker. On July 6th the movement was commenced, and on July 20th the Chinese sent some fire-rafts down the river against the fleet. The troops were landed on the following day, accompanied by a small Naval Brigade, and a few days later the town of Chingkiang was captured. Many of the Tartar defenders deliberately slew their wives and children and then committed suicide. The general burnt himself with all his papers in his house. By September 15th everything was in readiness for an attack on Nanking, but the Chinese sued for peace. On the 29th the Treaty of Nanking was signed, which ceded Hong-Kong to the British in perpetuity, promoted regular tariff regulations, and obliged China to pay an indemnity of twenty-one million dollars. Thus ended the China War of 1840-42.



*After Lieutenant Edward Inglefield, R.N.
Lithographed by T. G. Dutton.*

T. H. Parker, Brothers.

THE SECOND "DIDO" CASTING FROM SPITHEAD.



*After Lieut. Edward Inglefield, R.N.
Lithographed by T. G. Dutton.*

T. H. Parker, Brothers.

THE SECOND "DIDO" RUNNING UP CHANNEL.

In January 1843 the "Dido" became senior Naval officer's ship in the Straits Settlements, and on May 1st Captain Keppel, having embarked Rajah Brooke, sailed for Borneo to attack the piratical strongholds in the interior. On May 8th the "Dido" detached three of her boats, which defeated and destroyed six Malay prahus. In June the boats from the "Dido," led by Captain Keppel and Rajah Brooke in person, proceeded up the Sarabas River and captured a battery on the banks. During the following days the towns of Paddi, Rembas, and Pakoo were burned, the "Dido" losing 8 men wounded. The pirates suffered heavily, but the prisoners' lives were spared if they agreed to abandon piracy.

dence between Sir William Parker and Captain Keppel during 1843 will be found in Parker's life, entitled *The Last of Nelson's Captains*, by Admiral Sir Augustus Phillimore. The letters expressed the Commander-in-Chief's strong disapproval of Keppel's action in allowing the "Dido," at the request of the British Consul, to be made the scene of the flogging of some insubordinate merchant seamen at Whampoa.

An interesting correspon-

THE KING'S SHIPS

DIDO

On August 7th, 1844, the "Dido," assisted by an East India Company's ship, attacked the Sakarran pirates. The boats advanced up the river, and five forts were shelled and stormed with great gallantry, the British loss being 1 killed and 2 wounded. Sakarran was looted and burned, 64 brass guns were captured, and hundreds of prahus were destroyed.

On August 11th the boats captured and burned a town belonging to Seriff Muller, a big pirate chief, and six days later they captured the town of Karangan after a bloody fight.

On returning home to Portsmouth after a four-years' commission the "Dido" was ordered to Sheerness. Keppel, having learned that his wife was at Droxford, only 13 miles away, changed clothes with the master and made that officer personate him in taking the ship to Sheerness. Keppel picked up his wife and, driving across country, rejoined at Sheerness without the fraud having been discovered by the Commander-in-Chief. A very full account of the doings of this commission will be found in *A Sailor's Life under Four Sovereigns*, by Admiral of the Fleet the Hon. Sir Harry Keppel.

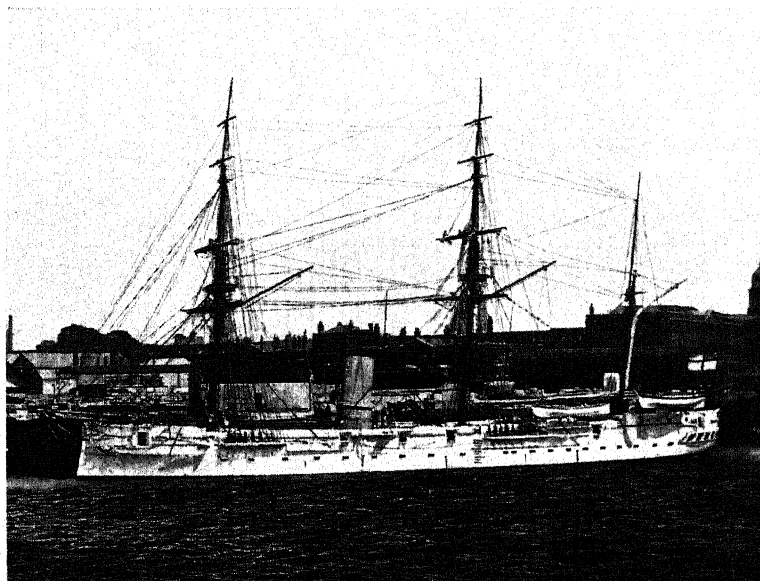
In 1855 the "Dido," commanded by Captain William Henry Morshead, was one of a fleet of 12 vessels in the Pacific under Rear-Admiral Henry Bruce, with his flag in "President."

In May this fleet, in which were four French vessels, arrived off Petropaulovski to attack the Russians. It was found, however, that the Russian garrison had embarked and escaped, and that the only inhabitants were two Americans and their French servant. The arsenals, batteries, and magazines were reduced, and the British forces withdrew.

This vessel ended her career as a coal depot at Sheerness, and in 1903 she was sold.

The third "DIDO" was a screw corvette of 1857 tons laid down in 1860.

Before the work had proceeded very far the Admiralty ordered it to cease.



From the photograph by H. J. Symonds.

THE FOURTH "DIDO."

The fourth "DIDO" was a 12-gun screw corvette, launched at Portsmouth in 1869. She was of 1760 tons, 2520 horse-power, and 13.6 knots speed. Her length, beam, and draught were 212 ft., 36 ft., and 16 ft.

In 1871 the "Dido," commanded by Captain William Cox Chapman, an officer of great tact and good temper, was instrumental in settling without bloodshed a dispute among the Kings of New Calabar, Bonny, and Ekrika, on the Niger, and in procuring safety for British trade in that river.

In 1873 the "Dido" was similarly successful in settling a number of difficulties which had arisen in Fiji between the natives and the white settlers.

In 1874 the "Dido" was present at the formal transfer of the Fiji Islands to the British flag, and was so unfortunate as to introduce measles among the native population, which resulted in a lamentable loss of life.

In 1876 the "Dido" returned to England after a five-years' commission full of valuable though unostentatious work.

In 1881 the "Dido," commanded by Captain Compton Edward Domville, took part in the first Boer War. After the battle of Laing's Nek, the "Dido" contributed to a Naval Brigade of 50 men and two field guns, which went to the front under Lieutenant Henry Asgill Ogle of the "Dido." This brigade shared in the disaster at Majuba on February 27th, where the

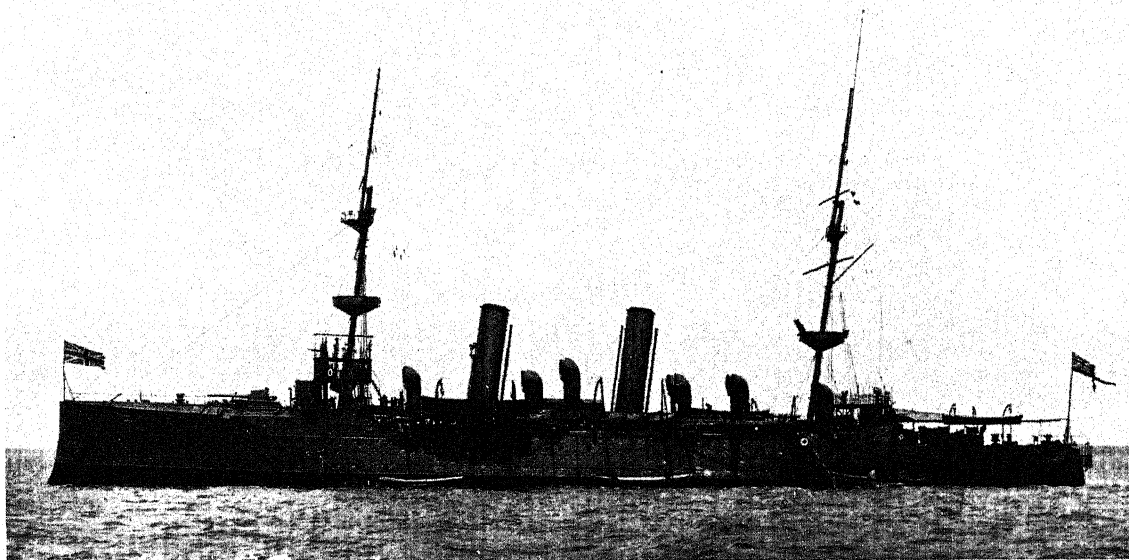
"Dido's" lost 3 killed and 3 wounded, and the "Boadicea's" lost 11 killed, 6 mortally wounded, and 10 severely wounded. Captain Compton Domvile then proceeded to the front to take charge of the Naval Brigade, but no further fighting took place before a peace was concluded.

This vessel's name was subsequently changed to "Actæon," and she was merged into the Torpedo School at Sheerness, after some service as a mine depot on the Forth.

The fifth "DIDO" is an 11-gun twin-screw cruiser launched at Glasgow in 1896. She is of 5600 tons, 9600 horse-power, and 19.5 knots speed. Her length, beam, and draught are 350 ft., 54 ft., and 21 ft.

At her launch on March 17th an unusual accident occurred. As the ship was moving into the water the ground under the ways suddenly sank, and the ship was thrown out of the cradle, sustaining serious damage. She lay half in and half out of the water for three days before she was finally floated.

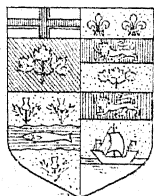
In 1900 the "Dido," commanded by Captain Philip Francis Tillard, played a minor part in the third China War or Boxer Riots.



THE FIFTH "DIDO."

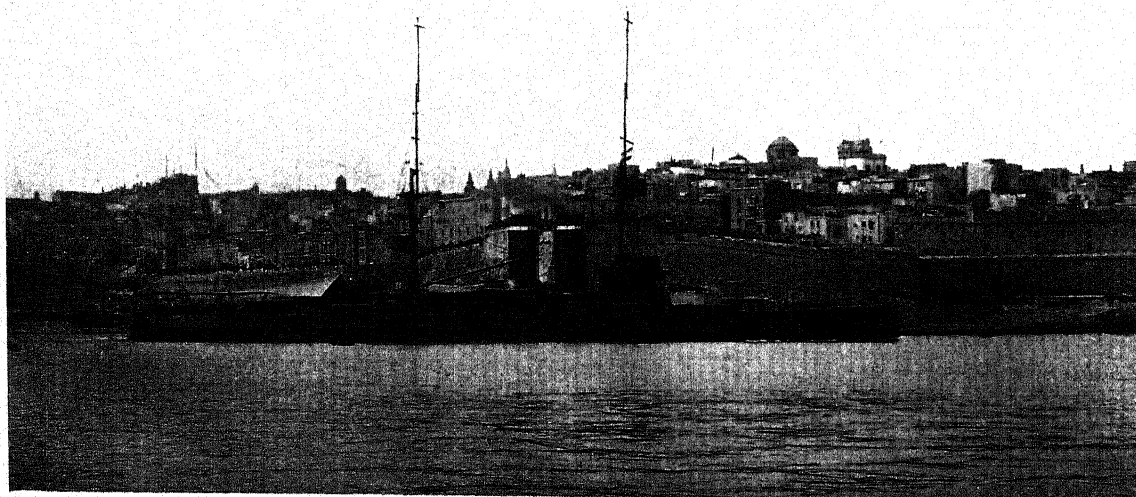
From the photograph by Ernest Hopkins.

DOMINION



DOMINION.—The Dominion of Canada is a political, voluntary Union or Federation of the whole of British North America (except the Island of Newfoundland and Labrador) sanctioned by an Imperial Act of Parliament in 1867. It consists of eleven provinces: Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island, British Columbia, Manitoba, Alberta, Saskatchewan, Yukon, and the North West Territories. The population in 1911 was 7,204,838. New Zealand is also a Dominion.

The "DOMINION" is an 18-gun twin-screw battleship launched at Barrow in 1903. She is of 16,350 tons, 18,400 horse-power, and 19.5 knots speed. Her length, beam, and draught are 425 ft., 78 ft., and 27 ft.



THE "DOMINION."

From the photograph by Richard Ellis.

DONEGAL

The Wars of the French Revolution and Empire—

The blockade of Toulon	1803
Captured Spanish "Amfitrite"	1804
Nelson's search for Villeneuve in the Mediterranean	1805
Captured Spanish "Rayo"	1805
The blockade of Cadiz	1805
Duckworth's action off San Domingo	1806
Captured French "Brave"	1806
Captured French "Jupiter"	1806

The blockade of Rochefort	1808
Assisted to destroy French "Italienne," French "Calypso," and French "Cybèle"	1808
The action in Basque Roads	1809
Captured French "Surcouf"	1810
Operations in Bay of La Hogue	1810

The blockade of the Dutch coast	1832
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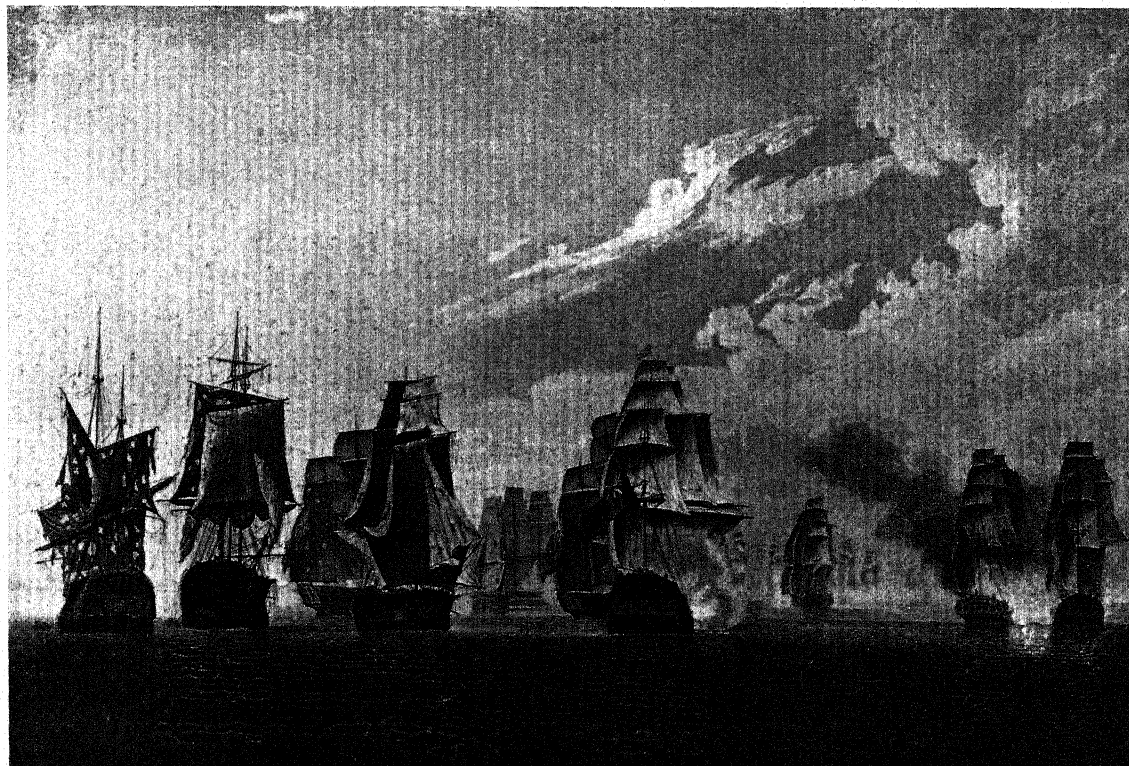


DONEGAL.—A maritime county in the province of Ulster in Ireland. It is mountainous, some of the hills attaining an elevation of 2400 ft., with a great deal of waste land in the form of bogs. It is slightly wooded, and not generally fertile. Coast line, 395 miles. Area, 1865 square miles. In the county are ruins of the palace of the old Irish kings, and of many castles, religious houses, and stone crosses.

The town of Donegal is a seaport at the mouth of the Eask. Near it are Donegal Castle, the ruins of a Franciscan monastery, and a chalybeate spring. Donegal gives the title of marquis, in the Irish Peerage, to the family of Chichester.

The first "DONEGAL" was a 74-gun ship captured from the French in 1798. She was of 1892 tons, and carried a crew of 640 men. Her length, beam, and draught were 182 ft., 49 ft., and 19 ft.

In the French Navy she was the "Hoche"—the flagship of a squadron of 10 vessels under Commodore Bompard, which, in 1798, endeavoured to land 3000 troops in Ireland for



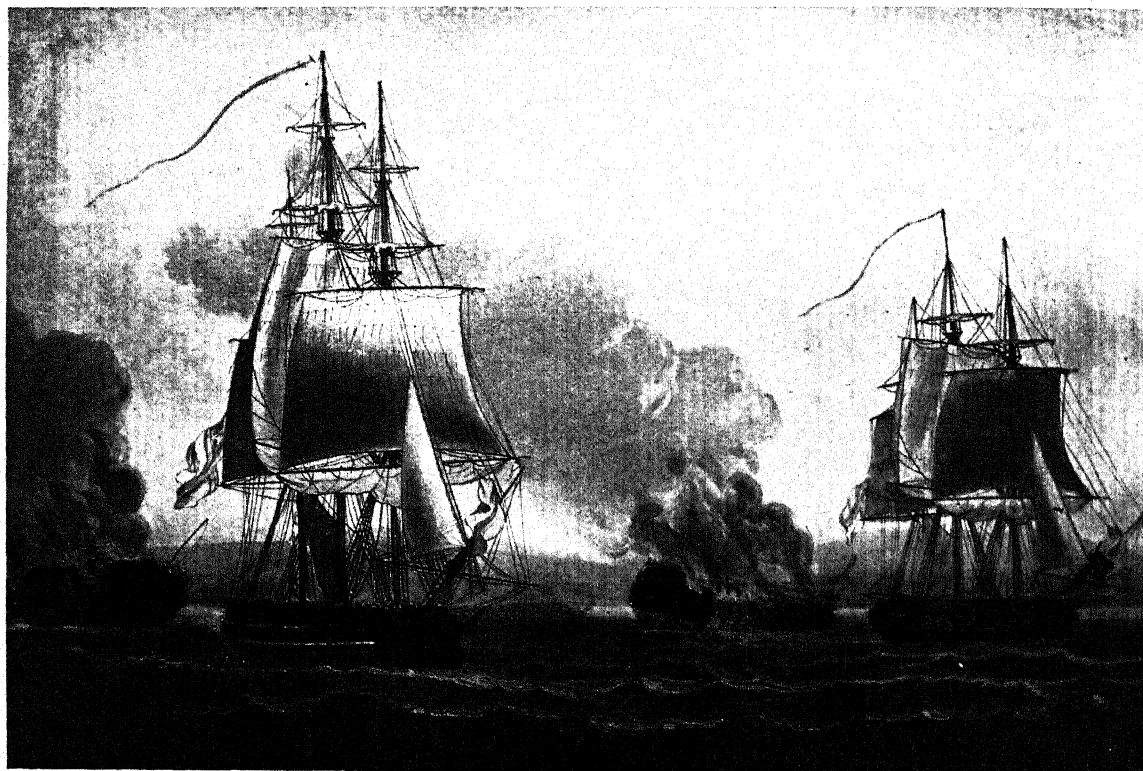
After N. Pocock. Engraved by T. Medland.

British Museum.

WARREN'S ACTION WITH BOMPARD (SHOWING THE FIRST "DONEGAL").

the purpose of fomenting a rebellion. On October 11th the French squadron met an English squadron under Rear-Admiral Sir John Warren which frustrated the scheme. The "Hoche" was dismasted during the night, but on the 12th she fiercely resisted the "Robust" and "Magnanime," and did not strike her colours until 25 of her guns were dismounted, her rudder badly damaged, her hold five feet under water, and a large number of her crew killed and wounded. She was towed into Lough Swilley by the "Doris," the "Robust" having failed in the attempt to do so owing to damage aloft. The prize was renamed "Donegal" as a reminder of the coast off which the battle was fought.

In 1803 the "Donegal," commanded by Captain Sir Richard Strachan, Bart., was engaged in the blockade of Toulon in the fleet commanded by Vice-Admiral Lord Nelson, and had several brushes with the French fleet.



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

DUCKWORTH OFF SAN DOMINGO.

On November 25th, 1804, the "Donegal," commanded by Captain Sir Richard Strachan, Bart., captured the Spanish 40-gun frigate "Amfrite."

On January 19th, 1805, the "Donegal," commanded by Captain Pulteney Malcolm, left Agincourt Sound in a fleet of 13 vessels commanded by Vice-Admiral Lord Nelson with his flag in "Victory." They proceeded in chase of the French fleet which had escaped from Toulon with 11 ships, 7 frigates, and 2 brigs. On February 4th they reached the Egyptian coast, but having failed to find the enemy they sailed for Malta and reached Pulla Road, Cagliari. On March 12th they arrived off Toulon and resumed the blockade.

On October 17th, 1805, Lord Nelson was compelled to send the "Donegal" to Gibraltar to get a new ground tier of casks, and in consequence of this she missed the battle of Trafalgar.

The "Weazle" arrived off Gibraltar with the news that the enemy were at sea. The "Donegals" worked all that night, embarked powder, restowed the holds, rove the running rigging, and bent sails, and sailed out of harbour after twenty-two hours' work, towing a new foreyard alongside the ship, which was not crossed until they were at sea. But the work was of no avail, for the "Donegal" did not reach the fleet until the 24th, three days after the battle.

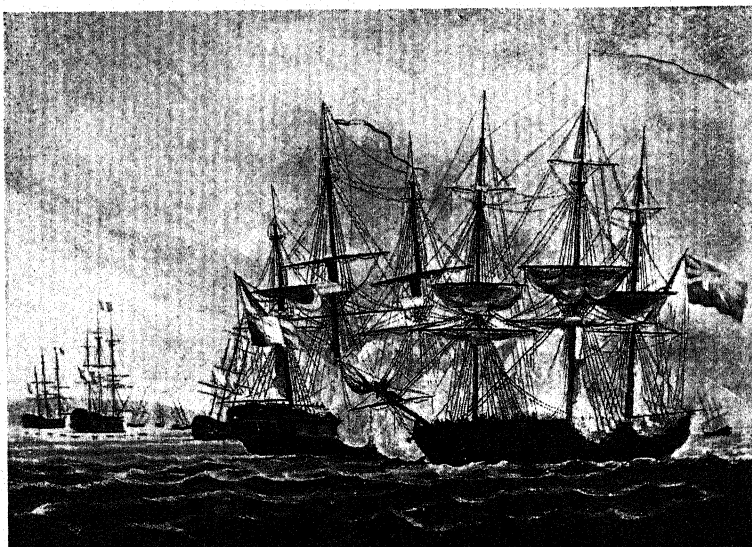
The "Donegal" found the Spanish "Rayo" anchored off San Lucar to avoid going ashore, and immediately attacked her. The Spaniard, having rolled away her masts, at once

surrendered to the "Donegal." Captain Pulteney Malcolm then set to work to assist the badly damaged British ships, and to rescue men from some of the prizes which had driven ashore.

In acknowledgment of these services the fleet permitted the "Donegal" to join the subscription list which the Trafalgar Ships' Companies raised in order to erect the memorial to Lord Nelson which now stands on Portsdown Hill, overlooking Portsmouth Harbour.

The "Donegal" next took part in the blockade of Cadiz as one of the fleet commanded by Vice-Admiral Lord Collingwood, who had written a few days previously with reference to the Trafalgar fight: "Everybody was sorry that Malcolm was not there, because every one knows his spirit and skill would have acquired him honour. He got out of Gibraltar when nobody else could, and was of infinite service to us after the action."

On February 6th, 1806, the "Donegal," commanded by Captain Pulteney Malcolm, was one of a fleet of 11 sail which, under Vice-Admiral Sir John Duckworth with his flag in "Superbe," attacked a French squadron of nine vessels off San Domingo. A running fight began at 10.10 A.M. and finished at 11.30, by which time the French flagship and one other ship had run aground, to be subsequently burned by the British. The "Donegal" covered herself with glory. She engaged firstly the "Brave," and compelled her to surrender. She then collided with the "Jupiter," secured her with a hawser, and poured in broadsides until the "Jupiter" hauled down her colours. The enemy lost about 1800 killed and wounded. The British lost 74 killed and 264 wounded, to which the "Donegal" contributed 12 killed and 33 wounded. The fleet were voted the thanks of Parliament. Sir John Duckworth received no reward, but one rear-admiral was made a Baronet and the other a K.B. Mr. William Sanders, first lieutenant of the "Donegal," was promoted to Commander.



After T. Whitcombe. Engraved by T. Sutherland.

THE AFFAIR IN BASQUE ROADS.

A. Ackermann.

In 1808 the "Donegal," commanded by Captain Pulteney Malcolm, took part in the blockade of Rochefort.

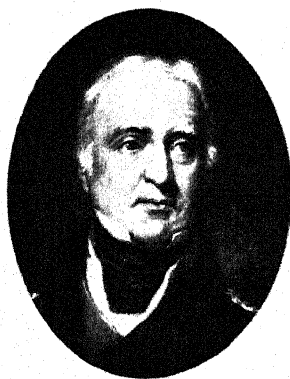
On February 24th, 1808, the "Donegal," commanded by Captain Pulteney Malcolm, was one of a squadron of five vessels under Rear-Admiral the Hon. Robert Stopford with his flag in "Cæsar," which chased and drove the French 40-gun frigates "Italienne," "Calypso," and "Cybèle" into Sables D'Olonne, where they were protected by batteries. The British ships stood in and attacked under a heavy fire from frigates and batteries. After an hour's action two of the French ships were in flames. A little later all three French frigates drove ashore and became total wrecks with a loss of 24 killed and 51 wounded. The "Donegal" lost 1 killed and 31 wounded out of a British loss of 3 killed and 31 wounded.

On March 17th, 1809, the "Donegal," commanded by Captain Pulteney Malcolm, anchored at Basque Roads to attack the French fleet lying within, in a fleet of 60 sail in all commanded by Admiral Lord Gambier with his flag in "Caledonia." A few days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the Admiralty to command an attack by means of fireships and explosion vessels. On April 11th twelve fireships made sail towards the harbour, accompanied by explosion vessels and escorted by men-of-war, and broke the boom under a heavy fire. The French fell into a great panic, cut their cables, and by midnight all except two had run ashore. In the morning Captain Lord Cochrane signalled to Lord Gambier, saying that if half the fleet could be sent in the enemy would be completely destroyed. Lord Gambier did not comply with the request. The attack was renewed, and the two remaining

THE KING'S SHIPS

DONEGAL

French vessels ran ashore in endeavouring to escape. In spite of repeated signals Lord Gambier failed to send adequate support, but by 8 P.M. two French vessels had been captured, and two were blown up. On the following day Lord Cochrane continued the attack, and on the 14th he was recalled by Lord Gambier and sent home with despatches. On arrival in England he intimated that from his seat in Parliament he would oppose the passage of a vote of thanks to the Commander-in-Chief. Lord Gambier demanded a court-martial and was fortunate in being acquitted, and in eventually receiving the thanks of both Houses of Parliament. Napoleon said that the French Admiral was a fool, and the English Commander-in-Chief no better, also that Lord Gambier had not properly supported Lord Cochrane. Captain Lord Cochrane was made a K.B., and several officers were promoted. The British lost only 8 killed and 24 wounded.

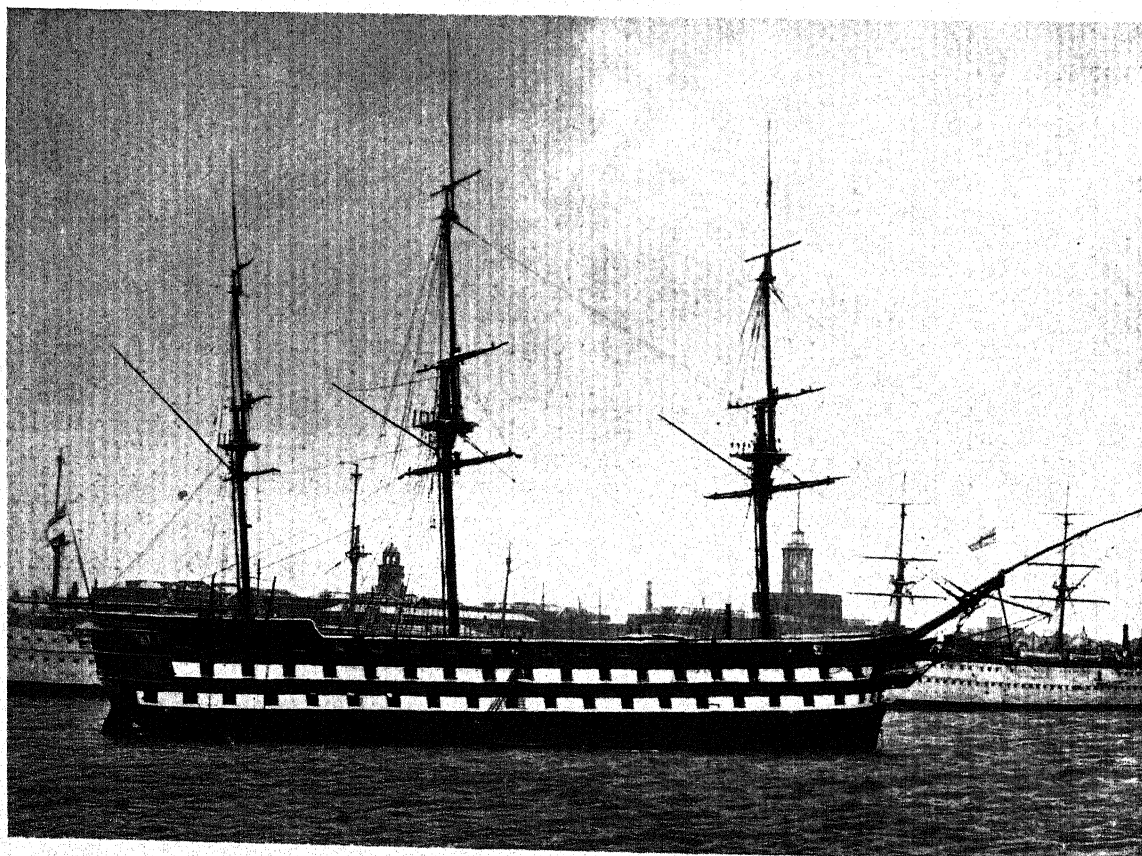


*After Samuel Lane. T. H. Parker, Brothers.
Engraved by William Ward.*

Pulteney Malcolm

commanded by Captain Pulteney Malcolm, captured the French 14-gun lugger "Surcouf" off Cape Barfleur.

On November 15th, 1810, the "Donegal," commanded by Captain Pulteney Malcolm, together with the "Revenge" and "Niobe," attacked two French frigates lying under the batteries of La Hogue. But the French were too strong, and the British had to retire with a loss of 2 killed and 9 wounded and much damage aloft.



THE SECOND "DONEGAL."

From the photograph by H. J. Symonds.

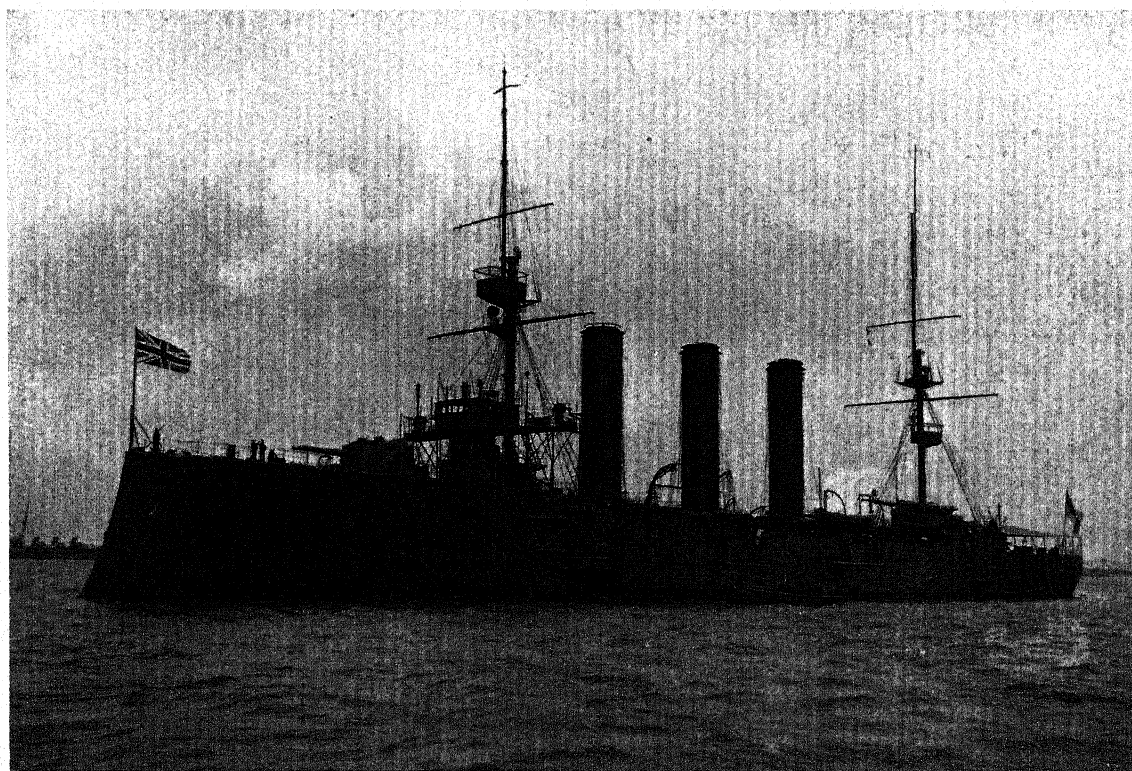
In 1832 the "Donegal," commanded by Captain John Dick and flying the flag of Vice-Admiral Sir Pulteney Malcolm, the same officer who, as a captain, had commanded the ship with such success, was at the head of a fleet of 19 ships. In view of the interference of Holland in the Belgian question, and the fact that the King of the Netherlands had ordered all British and French ships to quit his ports within three days, this fleet established a blockade of the Dutch coast and laid an embargo on all Dutch shipping. The blockade ceased in December when the French captured the citadel of Antwerp.

In 1845 the "Donegal" was broken up at Portsmouth.

The second "DONEGAL" was a 101-gun screw wooden ship launched at Devonport in 1858. She was of 5481 tons, 3103 horse-power, and 11 knots speed. Her length, beam, and draught were 240 ft., 55 ft., and 21 ft.

After several years' service as coastguard vessel at Liverpool, the "Donegal" was merged into the Torpedo School at Portsmouth, and her name was changed to "Vernon" in 1886.

The third "DONEGAL" is a 14-gun twin-screw cruiser launched at Govan in 1902. She is of 9800 tons, 22,000 horse-power, and 23 knots speed. Her length, beam, and draught are 440 ft., 66 ft., and 24 ft.



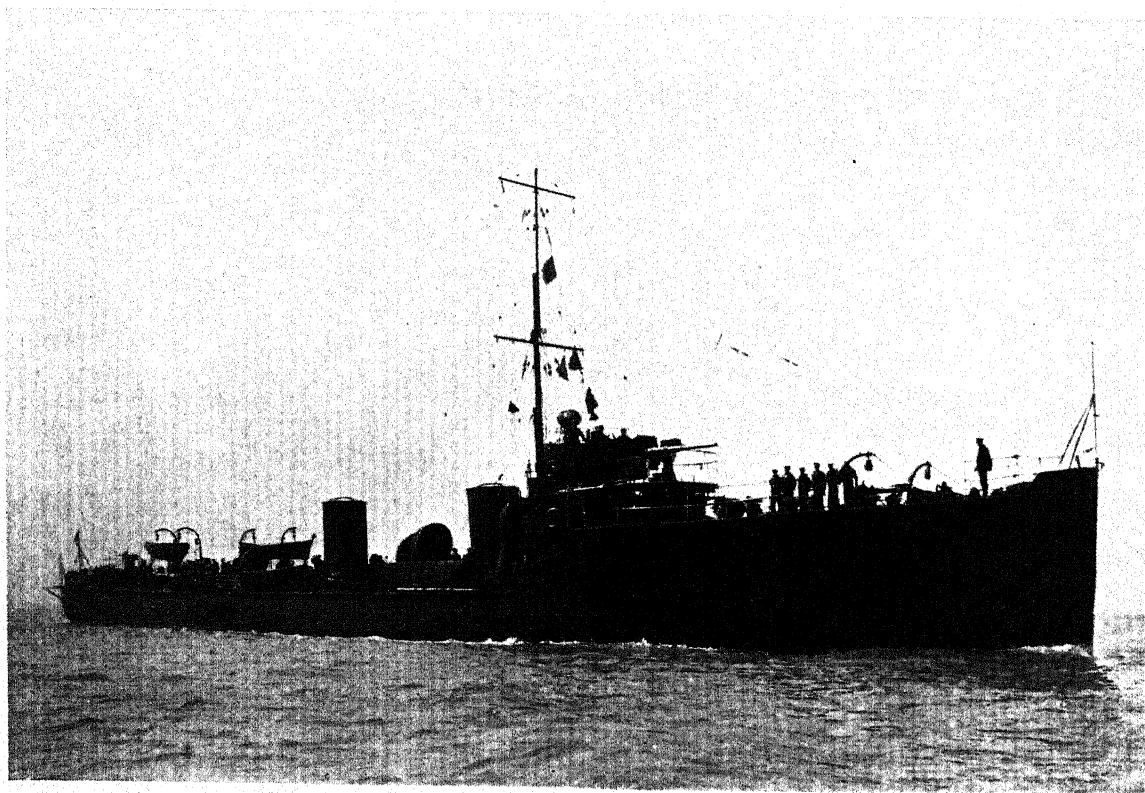
From the photograph by Ernest Hopkins.

THE THIRD "DONEGAL."

DOON

DOON.—A lake and river of Ayrshire in Scotland. The river flows through the lake, and after a course of 30 miles falls into the Firth of Clyde 2 miles south of Ayr. It is celebrated by Burns in his plaintive lyric beginning "Ye banks and braes o' bonnie Doon." The scenery on the banks is in some parts very beautiful. The lake is 5 miles long by 1 mile broad. The remains of Doon Castle are on a small island on the lake.

The "Doon" is a twin-screw torpedo-boat destroyer launched at Hawthorn Leslie's Yard in 1904. She is of 545 tons, 7000 horse-power, and 25 knots speed. Her length, beam, and draught are 222 ft., 23 ft., and 10 ft.



THE "DOON."

From the photograph by Ernest Hopkins.

DORIS

The Wars of the French Revolution and Empire—

Captured French "Cygne"	1796
Assisted to capture French "Légère"	1796
Assisted to capture French "Ville de L'Orient"	1797
Pellew's operations in Quiberon Bay	1800
Assisted to capture French "Chevrette"	1801
Captured French "Affronteur"	1803
Captured and destroyed French "Pélagie"	1803
Boat operations in Audierne Bay	1804
Captured French gunboat "No. 360"	1804
The blockade of Brest	1803-5

The capture of Mauritius	1810
The capture of Java	1811
The tour of H.R.H. the Prince of Wales to India	1862
Captured Columbian "Colombiano"	1867

The second Boer War—

The battles of Graspan, Modder River, and Paardeberg	1899
The captures of Bloemfontein, Johannesburg, and Pretoria, etc.	1900
"Prisoners of War"	1900



DORIS.—A country of ancient Greece between Phocis, Thessaly, and Acarnania. In modern Greece Doris is a district of the nomarchy or government of Phocis.

In Greek mythology Doris was the wife of Nereus, "the old man of the sea," and the mother of fifty nereids or sea-nymphs.

The first "DORIS" was a 36-gun frigate, launched on the Thames in 1795. She was of 913 tons, and carried a crew of 270 men. Her length, beam, and draught were 142 ft., 38 ft., and 11 ft.

On May 7th, 1796, the "Doris," commanded by Captain the Hon. Charles Jones, captured the French 14-gun cutter "Cygne" off Scilly.

On June 22nd, 1796, the "Doris," commanded by Captain the Hon. Charles Jones, and assisted by the "Apollo," captured the French 18-gun corvette "Légère" off Scilly.

On January 7th, 1797, the "Doris," assisted by the "Unicorn" and "Druid," captured the French 36-gun frigate "Ville de L'Orient."

In October 1798 the "Doris," commanded by Captain Lord Ranelagh, was sent to warn the Irish coast of Bompert's threatened invasion. She did not get back in time for the action, but towed the captured French flagship "Hoche" into Lough Swilly when the "Robust" found she was unable to do so owing to the damage she had received aloft.

In 1800 the "Doris," commanded by Captain Viscount Ranelagh, was in a fleet of 18 ships in all, commanded by Captain Sir Edward Pellew in "Impétueux." This fleet was directed to co-operate with the insurgent French Royalists, and with that object it anchored in Quiberon Bay on June 2nd. On the 4th two forts were attacked and afterwards destroyed by a landing party. On the 6th a body of troops acting with the manned and armed boats of the fleet burned a French 18-gun sloop, carried off several small craft and about 100 prisoners, destroyed some guns, and blew up a magazine, only one British seaman being killed.

The reply from Admiral the Earl St. Vincent, First Lord of the Admiralty, to an application by the captain of the "Doris" about this time will be read with interest:—

ADMIRALTY, April 20th, 1801.

DEAR SIR—I am very sorry that you should have found it necessary to apply for what I cannot, consistently with any duty to the public, grant. The frequent change of captains is ruin to the discipline of every ship that is subjected to it; and I do hope and trust that you will persevere in a steady pursuit of a profession which you are formed to excel in, and not suffer any private considerations to interfere with it.—Very sincerely your friend and humble servant,

ST. VINCENT.

On the night of July 20th-21st, 1801, the boats of the "Doris" (Captain Charles Brisbane) and "Beaulieu" made an attempt to cut out the French 20-gun corvette "Chevrette" which was lying in Camaret Bay. This attempt failed, and the "Chevrette" prepared for another

THE KING'S SHIPS

DORIS

by embarking a party of soldiers, which brought her crew up to 339, and by loading her guns to the muzzle with grape. On the following night the same two ships, assisted by the "Uranie," sent in their boats, which dashed at the "Chevrette" in face of a heavy fire and boarded. A party of topmen appointed for the purpose made their way aloft and made sail, but not without great difficulty, as the French had taken the precaution of cutting the foot-ropes off the yards. The men on deck overpowered the French, and soon the ship was standing out of the Bay in spite of the fire of the French batteries. The British lost 12 killed and 57 wounded. The French lost 92 killed and 62 wounded. The gallantry of the British officers and men was beyond all praise, and a special medal was granted for the service.

On May 18th, 1803, the "Doris," commanded by Captain Richard Harrison Pearson, made the first capture after the renewal of war with France. Off Ushant she met the French 14-gun



After P. J. de Loutherbourg, R.A. Engraved by James Fittler.

THE CUTTING OUT OF THE "CHEVRETTE."

British Museum.

hired lugger "Affronteur," and after a running engagement of an hour, in which the French behaved with great courage, captured her. The French loss was 13 killed, including the captain, and 13 wounded. The "Doris" had only one man wounded and some slight injuries to her rigging.

On June 25th, 1803, the "Doris," commanded by Captain R. H. Pearson, captured and scuttled the Nantes privateer "Pélagie" which was on a cruise but had made no prizes.

The "Doris" then took part in the blockade of Brest under Admiral the Hon. William Cornwallis, and remained on this service and its incidental operations until her loss two years later.

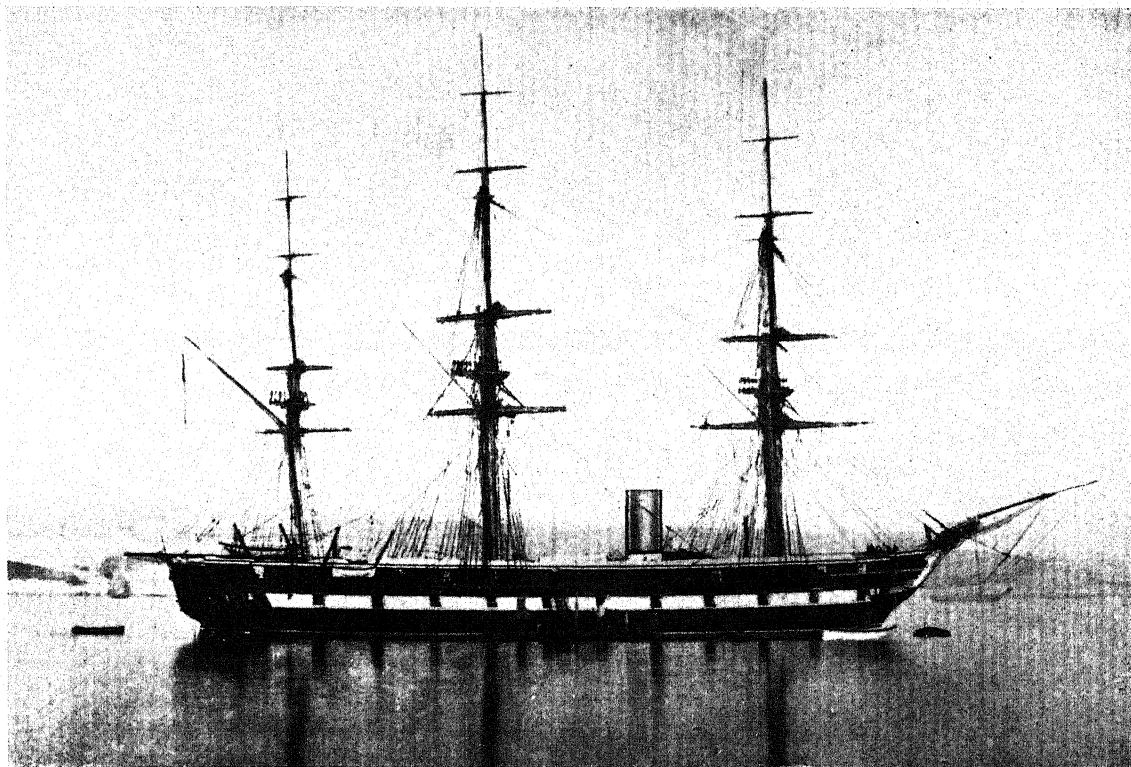
On April 29th, 1804, the "Doris," commanded by Captain Patrick Campbell, sent in her boats under Lieutenant Anderson to attack a flotilla of French gunboats which were observed to be anchored at the entrance to Audierne harbour. In spite of vigorous efforts to protect her, the boats brought off the French gunboat "No. 360." Only one man from the "Doris" was killed.

THE KING'S SHIPS

On January 12th, 1805, the "Doris," commanded by Captain Patrick Campbell, was wrecked and lost in Quiberon Bay.

The second "DORIS" was a 36-gun frigate launched at Bombay in 1808. She was of 870 tons and carried a crew of 274 men. Her length, beam, and draught were 137 ft., 38 ft., and 11 ft.

In 1810 the "Doris," commanded by Captain William Jones Lye, was one of a fleet of 22 vessels commanded by Vice-Admiral Albemarle Bertie with his flag in "Africaine," which arrived off Mauritius on November 29th. About 50 transports with 10,000 troops, commanded by Major-General the Hon. John Abercromby, accompanied the expedition. A large Naval Brigade accompanied the soldiers, who were landed in Grande Baie. The enemy were driven



THE THIRD "DORIS."

Commander Reginald Freeland Yonge, R.N.

back, and the French general, realising that he could make no effective stand, formally surrendered the island on December 3rd. Eight French men-of-war and several merchantmen lying in Port Louis were included in the surrender.

In 1811 the "Doris," commanded by Captain William Jonas Lye, was one of a combined fleet of 40 men-of-war and East Indiamen, commanded by Rear-Admiral the Hon. Robert Stopford with his flag in "Scipion."

On August 2nd the fleet left Boompjes Island to attack the Island of Java, then in possession of the Dutch, and on the 4th 8000 men were landed. Batavia surrendered on August 8th, and was used for the occupation of troops and as a base for the fleet. On August 20th the formal siege of Meester Cornelis, in which no fewer than 280 guns were mounted, was begun. A brigade of seamen and marines assisted in the operations, and repulsed a Dutch sortie on the 22nd. On the 24th a furious cannonade began, and at midnight on the 25th the formidable works were successfully stormed and carried after a bloody struggle. Five thousand Dutchmen were taken prisoners, and more than a thousand fell in the action and pursuit. The total British loss was 156 killed, 788 wounded, and 16 missing, to which the Navy contributed 15 killed, 55 wounded, and 3 missing.

In 1829 the "Doris" was sold at Valparaiso.

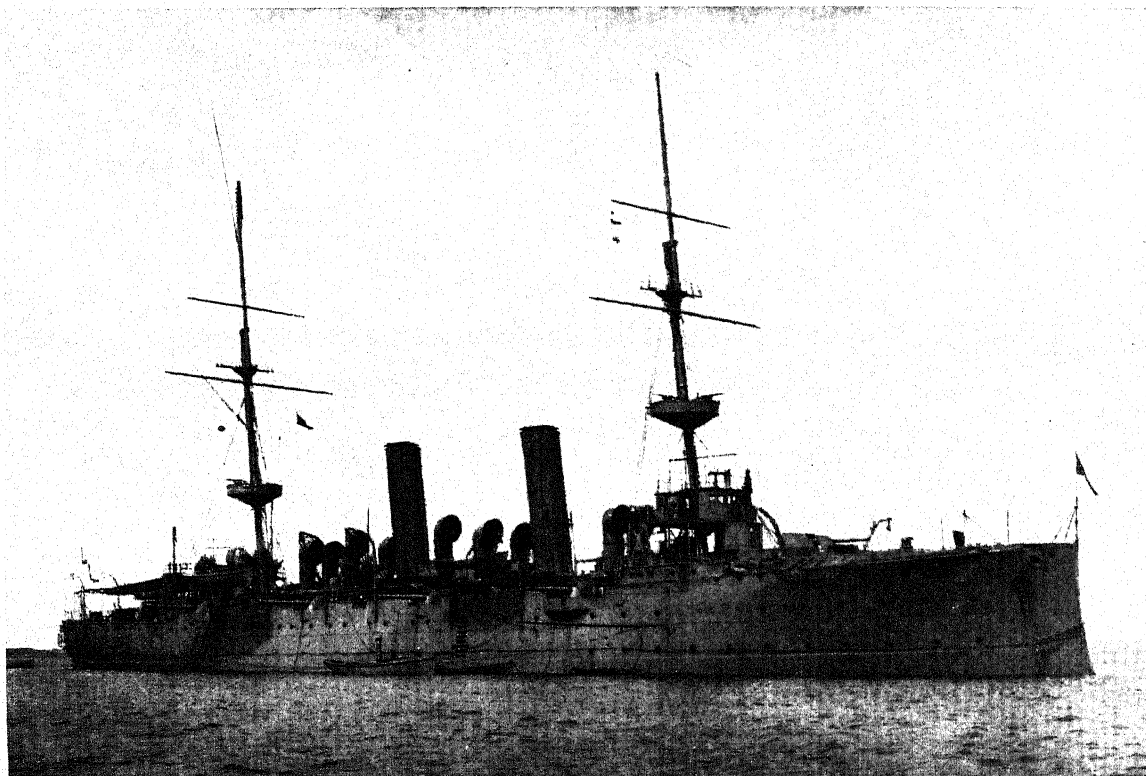
THE KING'S SHIPS

DORIS

The third "DORIS" was a screw 24-gun frigate launched at Pembroke in 1857. She was of 5481 tons, 3100 horse-power, and carried a crew of 250 men. Her length, beam, and draught were 240 ft., 48 ft., and 16 ft., and her speed 12 knots.

In 1862 the "Doris," commanded by Captain Sir Francis L. M'Clintock, was one of the escort to H.R.H. the Prince of Wales (later His Majesty King Edward the Seventh) upon the occasion when His Royal Highness visited India.

In 1867 the British Consul at Cartagena, Columbia, having complained that his letters were opened and detained by the local authorities, the "Doris," commanded by Captain Charles Vesey, proceeded to the spot, and made demands which the governor of the town said he had not power to grant. On February 26th the "Doris" manned and armed three boats, and captured the Colombian government vessel "Colombiano." This caused the governor



THE FOURTH "DORIS."

From the photograph by Ernest Hopkins.

to adopt new views as to his powers, and matters having been satisfactorily arranged, the prize was restored on March 1st.

In 1885 the "Doris" was sold.

The fourth "DORIS" is an 11-gun twin-screw cruiser launched at Barrow in 1896. She is of 5600 tons, 9600 horse-power, and 19.5 knots speed. Her length, beam, and draught are 350 ft., 54 ft., and 21 ft.

In 1899 and 1900 the "Doris," commanded by Captain Reginald C. Prothero, and flying the flag of Rear-Admiral Sir Robert Harris, played an important part in the second Boer War.

On November 19th the "Doris" contributed to a Naval Brigade of 350 men, commanded by Captain Reginald C. Prothero, which proceeded to the front, and three days later joined General Lord Methuen at Belmont.

On November 25th the Naval Brigade fought at the battle of Graspan. The men paraded at 5 A.M., and after the kopje had been shelled the seamen and marines, led by the flag-captain, advanced on the enemy's position. The Boers opened a heavy fire at 600 yards and soon supplemented it with a cross fire. Nevertheless the brigade advanced steadily by rushes, and in spite of a loss of 15 killed and 79 wounded gained the summit of the kopje, driving the Boers

THE KING'S SHIPS

thence in full retreat. So many officers had been killed and wounded, among the latter Flag-Captain Prothero, that the command of the Naval Brigade devolved upon Captain Alfred Edmund Marchant, R.M.L.I., who was at once promoted to the rank of major. Thus, for the first time for many years, a Naval Brigade, composed of both bluejackets and marines, had the honour of being commanded by an officer of the Royal Marines.

A feature of the attack was the bravery of Midshipman Cymbeline Huddart of the "Doris," who, though twice hit, courageously pressed forward until mortally wounded. Her Majesty the late Queen Victoria was pleased to honour the Naval Brigade by telegraphing her congratulations on its gallantry, and Lord Methuen paid it a special visit and complimented it on its splendid behaviour.

On December 14th the Naval guns were in action bombarding the Boer positions at Modder River, and a Naval searchlight worked by Midshipman James Menzies of the "Doris" got into communication with the beleaguered town of Kimberley.

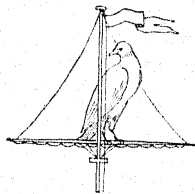
In February two 4-7-guns proceeded to the front under Commander William Lowther Grant of the "Doris," and subsequently took part in the battle of Paardeberg and the capture of General Cronjé. This party assisted in the capture of Bloemfontein, and suffered very severely indeed from enteric fever, no fewer than 89 officers and men being taken ill there. They assisted in the capture of Johannesburg and of Pretoria, and in the subsequent minor operations, turning the guns over to the Royal Artillery, and arriving back on board the "Doris" on October 7th, 1900.

After the battle of Paardeberg General Piet Cronjé, his wife, grandson, aide-de-camp, and adjutant were held on board the flagship "Doris" for about six weeks, previous to their transportation to the Island of St. Helena. They lived in the Commander-in-Chief's suite of cabins. The dress worn by Mrs. Cronjé on arrival was badly stained with picric acid, from the bursting of lyddite shell over the trenches, in which she had lain with a noteworthy gallantry.

DOVE

The Wars of the French Revolution and Empire—
The blockade of Rochefort 1805
The second China War—
Operations in the Yang-tse-Kiang River . . . 1858

The capture of the Taku Forts 1860
Action with cannibals off Formosa 1865
Lake Nyassa 1893



DOVE.—A river of England, rising near Buxton, on the peak of Derbyshire, and after a course of 40 miles through romantic scenery, falling into the Trent below Burton.

The bird of this name is a species of Pigeon, a very common bird in Great Britain and Europe. Of the various types the ring-dove, wood-pigeon, stock-dove, rock-dove, and turtle-dove are the best known. The various races are divided into "pouters" "carriers," "runts," "barbs," "fantails," "turbits," "owls," "tumblers," "frill backs," "jacobins," "trumpeters," etc.

The first "DOVE" was an 80-ton ship from Minehead, dating from 1628.

She was granted letters of marque, and in 1628, while convoying the trade to Ireland, she was captured by the Dutch.

The second "DOVE" was a small vessel mounting 6 guns, belonging to the Navy of Charles I.

She was a prize taken from the Cromwellians.

The third "DOVE" was a 10-gun vessel of 177 tons, which was hired for service in 1793 and was discharged in October 1794.

The fourth "DOVE" was a 4-gun dispatch cutter launched at Cowes in 1803, but purchased in 1805. She was of 103 tons, and carried a crew of 17 men. Her length, beam, and draught were 68 ft., 20 ft., and 6 ft.

THE KING'S SHIPS

DOVE

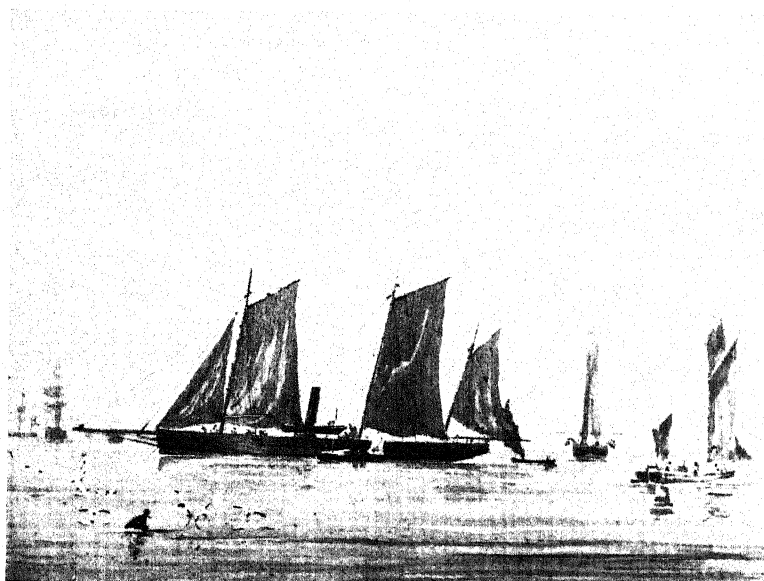
On August 5th, 1805, the "Dove," while commanded by Lieutenant Alexander Boyack and engaged in the blockade of Rochefort, was captured by the French off that port.

The fifth "DOVE" was a 187-ton brig sloop launched at Falmouth in 1805. She mounted 10 guns, and was purchased into the Navy.

Her name had originally been "Ariadne." It was afterwards changed to "Flight," and as she disappeared at sea, it is supposed that she foundered in September 1806.

The sixth "DOVE" was a small sailing-vessel of 135 tons launched at Chatham in 1828. She carried a crew of 5 men, and her length, beam, and draught were 72 ft., 21 ft., and 7 ft.

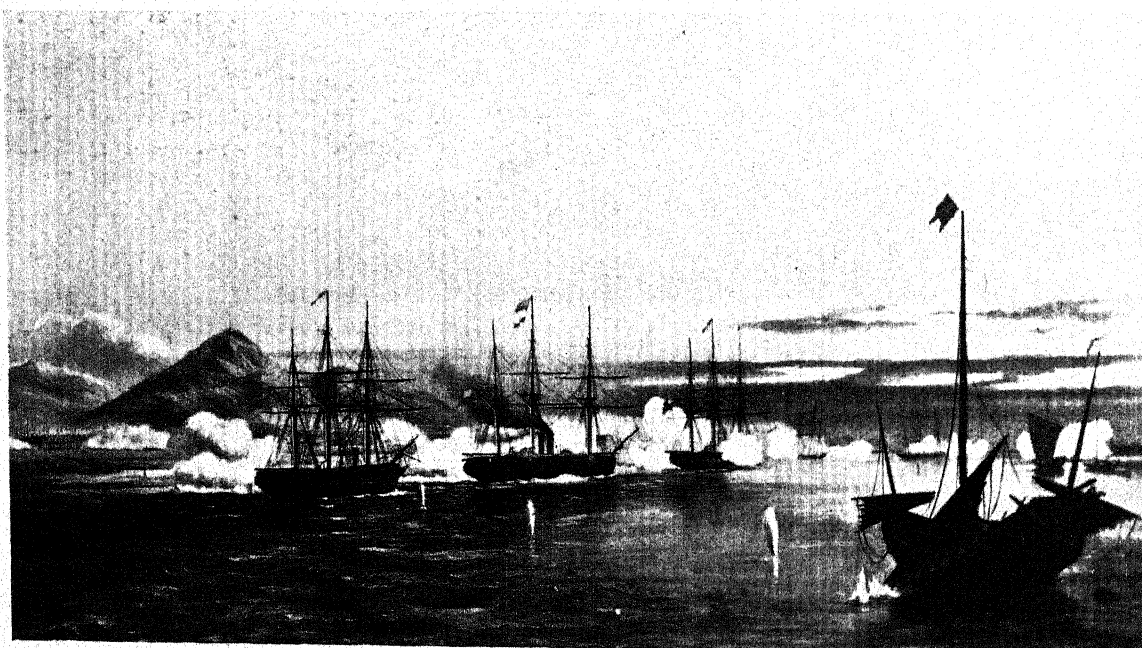
She was used for many years both in the coastguard and as a harbour service vessel at Chatham. In 1867 she was sold for £85.



THE EIGHTH "DOVE." *Admiral Frederick A. Herbert.*

The seventh "DOVE" was a 12-gun brig laid down at Chatham in 1852. Before she was launched her name was changed to "Kangaroo."

The eighth "DOVE" was a 2-gun screw gunboat launched at Northfleet in 1856. She was of 234 tons, 60 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 7 ft.



After F. le B. Beddell. Lithographed by T. G. Dutton.

AFFAIR AT NANKING.

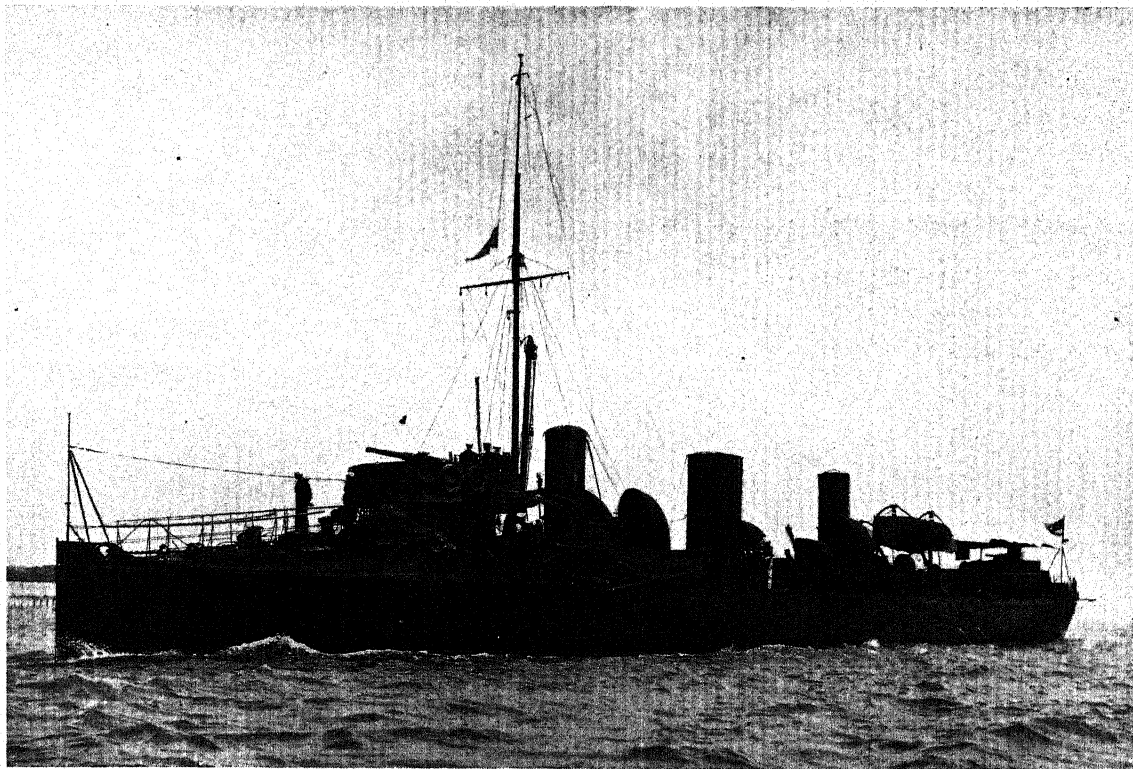
Commander Sir C. L. Cust, Bart., R.N., etc.

THE KING'S SHIPS

In 1858 the "Dove," commanded by Lieutenant Charles James Bullock, took part in the second China War.

In November 1858 the "Dove" was one of five vessels which escorted Lord Elgin upon an expedition to Hankow. The Ti-ping rebels at Nanking opened fire with their batteries, and an engagement resulted which caused considerable loss to the Chinese. There were one or two other collisions with the Ti-pings during this expedition, firstly with the Nanking forts and secondly, on November 26th, at Nganking. In these operations in the Yang-tse-Kiang River a midshipman lost an arm and a bluejacket a leg, but there were no other casualties.

In August 1860 the "Dove," commanded by Lieutenant Charles Bullock and temporarily flying the flag of Rear-Admiral Lewis Tobias Jones, was one of a fleet of eleven ships and many rocket boats which co-operated with the allied British and French troops, 20,000 strong, in



THE TENTH "DOVE."

From the photograph by Ernest Hopkins.

the attack and capture of the Taku forts. The Naval work consisted of bombarding the forts and clearing the boom obstructions in the river. During the operations the "Dove" grounded in 6½ ft. of water, and the Rear-admiral transferred his flag to the "Clown." The ships suffered no casualties, but the marines on shore, who behaved with their accustomed brilliancy, lost 1 killed and 29 wounded.

In June 1865 the "Dove," commanded by Master George Stanley, was sent to do some surveying work off the South Cape of Formosa. A boat party, while engaged on their work, was set upon by cannibal natives, and had one man wounded. The "Dove" upon the return of the party opened fire with effect upon the assailants who crowded the beach. The scene of the outrage is now known as Attack Bay.

In 1873 the "Dove" was sold at Shanghai to the P. & O. Company for £1169.

The ninth "DOVE" was a small paddle steamer, launched at Poplar in 1892, and designed for special service on Lake Nyassa. She was of 20 tons displacement, 50 horse-power, and 8 knots speed. Her length, beam, and draught were 60 ft., 14 ft., and 18 in:

THE KING'S SHIPS

DRAGON

She was specially built for the service on the Upper Shiré above the rapids, and having been taken out in pieces, she was rebuilt at Mpimbi, and launched again on May 30th, 1893. On June 17th, with Lieutenant Charles Hope Robertson in command, she first showed the white ensign on the Lake. She took part in some of the operations on Lake Nyassa against slave traders, etc.

In 1894 the "Dove" was handed over to the British Central African Administration.

The tenth "DOVE" is a twin-screw torpedo-boat destroyer launched at Earle's Yard, Hull, in 1898. She is of 345 tons, 5800 horse-power, and 30 knots speed. Her length, beam, and draught are 210 ft., 20 ft., and 6 ft.

DRAGON

GREAT DRAGON. RED DRAGON

Henry VIII.'s War with France— Anglo-French fight at Spithead	1545
Drake's voyage of discovery to the West Indies	1570
Action with Portuguese off Surat	1612
The first Dutch War— The battle of Portland	1653
The battle off the North Foreland	1653
Monck's actions off Dutch coast	1653
The right of the flag	1657
The second Dutch War— The blockade of the Zuyder Zee	1665
The battle off Lowestoft	1665
Engagement with Algerine men-of-war	1671
Boat attack at Bugia Bay	1671
The third Dutch War— Action with Dutch ships off Berry Head	1672
Action with Sallee pirates	1687
The War of the English Succession— With Wheler in the West Indies	1693
The reduction of St. Pierre	1693
Assisted to capture French "Diligente"	1694
The War of the Spanish Succession— Engagement with French ship off Spain	1702
The capture of Port Royal, in the Bay of Fundy	1710
Operations in the Baltic	1717
George I.'s War with Spain— The blockade of Puerto Bello	1726

The War of Jenkins's Ear, and of the Austrian Succession— An engagement and an apology	1741
The battle off Toulon	1744
Captured French convoy	1747
The Seven Years' War— The affair at Ile Groix	1760
The bombardment and capture of Belle Isle	1761
The capture of Martinique, and of St. Lucia	1762
The capture of Havana	1762
A three days' action with Algerine men-of-war	1761
The Wars of the French Revolution and Empire— Blockade and operations at Porto Ferraio	1801
Captured French "Colombé"	1803
The blockade of Brest	1803-5
Calder's action off Ferrol	1805
The blockade of Ferrol	1805
A clever ruse	1805
The War with America— Operations in Chesapeake Bay	1813
Captured Lower Marlborough	1814
Operations in River Penobscot	1814
Destruction of American "Adams"	1814
The Russian War— The expeditions to the Baltic	1854-5
Bombardment of Fort Gustaford	1854
The blockade of the coast of Courland	1855
Operations at Cronstadt	1855
The bombardment of Sveaborg	1855
The Egyptian War— The defence of Suez	1882
The suppression of slavery	1884-5



DRAGON.—The name given by the ancients to a fabulous monster, represented by them as a huge winged lizard or serpent. They regarded it as the enemy of mankind, and its overthrow is made to figure among the greatest exploits of the gods and heroes of heathen mythology. The destruction of a dragon was one of the seven labours of Hercules. The name dragon is now applied to a harmless group of reptiles or flying lizards, which inhabit India and the Malay Archipelago. They are small creatures, measuring about 10 in. long, including the tail, which in some cases is more than half the entire length. They are provided with appendages of the nature of wings strengthened by ribs. These form a sort of parachute by which the animals are enabled to glide from branch to branch. They cannot be regarded as true wings, as they only enable the animal to make extensive leaps. When threatened with danger the dragon is said to feign death.

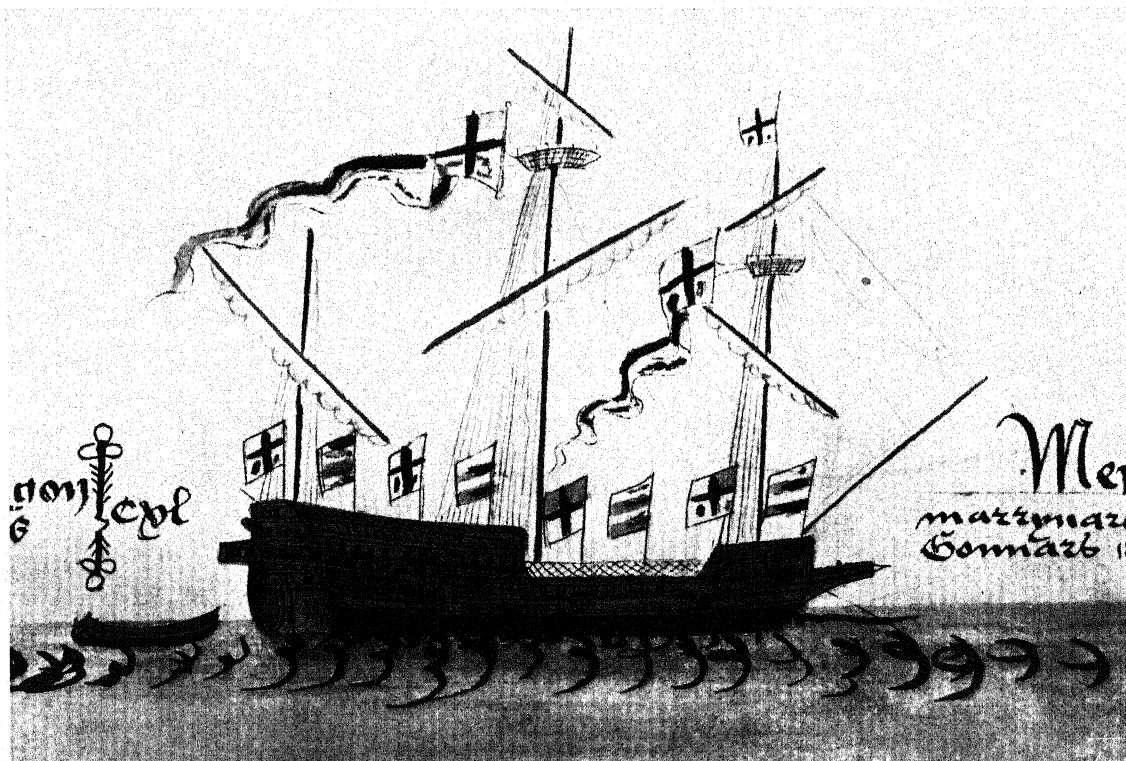
The first "DRAGON" appears in the year 1004, but details of her construction are lacking.

She was the property of Prince Sweyn of Denmark, who was King of England from 1013-1017, and was named "Great Dragon." The ship was in the form of the legendary animal of

that name, and her standard, a black raven on white silk, is said to have been embroidered in one night by three of Sweyn's sisters. This standard was not displayed until English soil was reached.

The second "DRAGON" was built in 1512 during the reign of Henry VIII., and was of 100 tons.

The third "DRAGON" was built in 1544, and was of 240 tons. She mounted 3 brass and 42 iron guns, and carried a crew of 120 men. She was a well-decked vessel with the addition of great stern quarter galleries, extending nearly one-third of the ship's length.



*Painted for H.M. King Henry VIII.
by Anthony Anthony on his Second Roll.*

THE THIRD "DRAGON."

British Museum.

In the agreement between Sir Edward Howard, Lord High Admiral, and Henry VIII., the "Dragon" was allowed 22½ dead shares of wages and victual money of the fleet.

In 1545 the "Dragon" took part in the Anglo-French action at Spithead. In 1552 she was rebuilt.

In 1570 Drake made a voyage of discovery to the West Indies in the "Dragon."

The fourth "DRAGON" was a 900 ton ship which had been launched at Deptford about 1593 as the "Scourge of Malice," and under that name she had been the flagship of the Earl of Cumberland.

She was sold to the East India Company for £3700, and during the reign of James I. she fought the Portuguese in Eastern seas, in defence, and in furtherance of British trade with India, and is included in this record on that account. While commanded by Captain Lancaster, the "Dragon" was noted for a healthy crew, as her captain cured scurvy by giving each sailor three spoonfuls of lemon juice with his breakfast.

This vessel was sometimes known as the "Red Dragon."

In 1612 the "Dragon," commanded by Captain Thomas Best, was lying at Surat in India,

THE KING'S SHIPS

DRAGON

having just arrived from England with one small craft. Hearing of her arrival, the Portuguese sent up some frigates and galleons to give battle. On October 29th the Portuguese hove in sight. The "Dragon" put to sea and passing between the enemy's Admiral and Vice-Admiral gave each a broadside and drove them off for that day. On the following day, after three hours' hot fighting, three of the galleons were driven on to the sands. On the third day the enemy sent down one of their frigates as an impromptu fireship, which the "Dragon" sank. The Portuguese then declined to meddle further, and on their own admission lost 160 men killed, while the "Dragon" had only one man killed. The result of this action was an enormous increase of English prestige with the natives, and many increased trading facilities.

The fifth "DRAGON" was a 38-gun ship launched at Chatham in 1647. She was of 414 tons, and carried a crew of 220 men. Her length, beam, and draught were 96 ft., 30 ft., and 15 ft.

In 1653 the "Dragon," commanded by Captain John Seaman, took part in the fighting against the Dutch known as the battle of Portland. The Dutch fleet, which was escorting a



From an old print.

BATTLE OF SURAT.

British Museum.

convoy of 200 sail to Holland, was commanded by Admiral Tromp and consisted of about 85 sail. The English, under "Admiral and General" Robert Blake, were of about equal strength, though accounts differ very much as to their number, and it is only quite recently that the Navy Records Society has issued a list of the ships supposed to be engaged. The first action took place on February 18th, when Tromp fell upon an inferior number of ships under Blake, a large number of the English fleet being too far to leeward to engage. This action was followed by a three days' running fight up channel, but disorder crept in as the

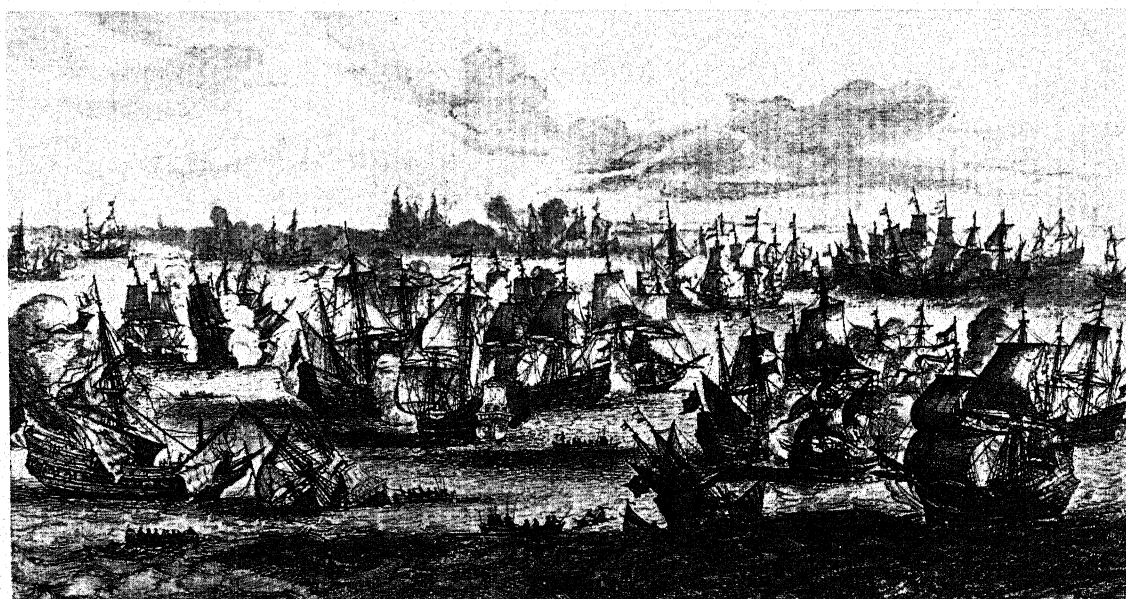
Dutch convoy lost faith in their escort, and many Dutch men-of-war took to flight when their ammunition was expended. The Dutch disappeared during the night of the 20th-21st, and the English victory was assured. Accounts of the losses differ considerably, but it appears that the Dutch lost about 60 ships, including about 40 of their merchant convoy, 2000 men killed, many wounded, and 1500 prisoners. The English lost some 300 men killed, 800 wounded, and were compelled to abandon and sink one ship. Two or three English ships were captured by the Dutch, but were subsequently retaken. Several of the best English ships were absent from this fight owing to injuries received at the battle of Kentish Knock, or doubtless this affair would have been more decisive.

In 1653 the "Dragon," commanded by Captain John Seaman, was one of the Rear or Blue squadron of a fleet commanded by Robert Blake, "Admiral and General-at-Sea," who flew his flag in "Resolution." They fought the Dutch in the battle off the North Foreland on June 2nd and 3rd. The English had 100 men-of-war and 5 fireships, and the Dutch had 98 men-of-war and 6 fireships. The action began at noon on June 2nd; by 3 P.M. one Dutch ship was sunk, and at 6 P.M. a Dutch ship blew up. On June 3rd the Dutch were badly beaten, and eleven prizes were brought in. Six Dutch men-of-war were sunk, two were blown up, and in addition 1350 prisoners were taken. The English lost no ships. The "Dragon" subsequently took part in the blockade of the Dutch coasts, the action of Katwijk, and the battle of Scheveningen, in which Captain John Seaman fell, while the Dutch Admiral Tromp also was killed. This last action was fought under General Monck, Blake having been left in England

seriously ill, and after the Dutch had been defeated, pursued, and scattered, and 26 of their ships destroyed, the English fleet returned to England, having lost 3 ships.

By the treaty of April 5th, 1654, the Dutch were forced to agree to strike their flag and lower their topsails to any English man-of-war in sight. In 1657 the Dutch Admiral Obdam, when going down channel with a convoy of 30 sail, refused to salute the "Dragon" and one other ship. And only when these two threatened to engage him until they should sink him did he comply—"in a great rage."

In 1665 the "Dragon" was one of a fleet of 109 ships and frigates, 28 fireships and ketches, and armed merchantmen under the command of the Duke of York, Lord High Admiral. This fleet, which mounted in all 4192 guns and carried 21,000 sailors, marines, and soldiers, sailed on April 21st for the Texel, blockaded the Zuyder Zee, captured a number of merchantmen, and then returned to the Thames. The Dutch thereupon mobilised 103 men-of-war, 7 yachts, 11 fireships, and 12 galliots, mounting in all 4869 guns, and carrying 21,556 officers and men. The two fleets met and fought a battle off Lowestoft, the action beginning at 3 A.M. on June 3rd.



Engraved by C. Visscher.

THE BATTLE OF SCHEVENINGEN.

British Museum.

The Dutch flagship hotly engaged the "Royal Charles," the English flagship, and was on the point of compelling her to give in, when the Dutch flagship blew up, only five men being saved out of the 409 on board. After a fierce fight the Dutch were in full flight at 7 P.M. Fourteen Dutch ships were captured and brought into port, 4 were abandoned as unseaworthy after capture, and 14 were destroyed. The Dutch lost 4000 men killed, while 2000 were taken prisoners. The English lost one ship taken, 250 men killed, including two flag-officers, 340 wounded, and 200 taken prisoners by the Dutch. After the Dutch had been brought to confusion the Duke of York failed to chase them, and his conduct was much criticised. It appears that his wife had given instructions to his servants to do all they could to prevent their master from doing too much.

In May 1671 the "Dragon," commanded by Captain Arthur Herbert, met in the Mediterranean, and fought for nearly three days two Algerine men-of-war, and although they finally escaped, she acquitted herself with great credit. During the same month the "Dragon" assisted in Admiral Sir Edward Spragge's attack on the Algerine corsairs in Bugia Bay. The pirates had protected themselves with a boom of spars and cables. Lieutenant John Pearce of the "Dragon" commanded the boats and severed the boom under a heavy fire, being promoted for this service. The entire Algerine flotilla, consisting of 10 ships and 280 guns, was destroyed, with a British loss of 17 killed and 41 wounded.

On September 25th, 1672, the "Dragon," commanded by Captain Thomas Chamberlain, while lying with a convoy under Berry Head, was attacked by two Dutch privateers of 24 and

THE KING'S SHIPS

DRAGON

18 guns respectively. With the first one or two broadsides the "Dragon" disabled one, while the other fled. Returning to the crippled ship the "Dragon" hailed her to strike, but the Dutchman was so unwise as to renew the action, and was sunk in a few minutes.

In 1686 the "Dragon," commanded by Captain Henry Killigrew, was sent to the Mediterranean to protect trade, with special instructions to deal with a French corsair whose depredations had become intolerable. She did not succeed in capturing the ship, but she pressed her so hard that the corsair was dismantled and abandoned at Villa Franca.

On December 8th, 1687, while the "Dragon" was in action with a Sallee pirate, a gun burst on board her and seriously injured Captain Killigrew.

In 1690 the "Dragon" was rebuilt at Deptford.

On January 9th, 1693, the "Dragon," commanded by Captain William Vickars, was one of a fleet of 18 ships under Rear-Admiral Sir Francis Wheler which sailed from England, arriving at Barbados on March 1st. They then started to attack Martinique, but the operations fell through owing to the quarrelling of the Naval and Military leaders. The same unfortunate



Engraved by G. A. Wolfgang.

THE BATTLE OFF LOWESTOFT.

British Museum.

state of affairs prevented attacks on Guadeloupe and Quebec. The fleet proceeded to Newfoundland to seize Placentia, but again the military officers objected. After destroying the French settlement on the Island of St. Pierre, the squadron returned to Portsmouth, arriving there on October 18th.

On May 12th, 1694, the "Dragon," commanded by Captain William Vickars, was one of a squadron of six ships which drove the French admiral, Du Guay Trouin, in "Diligente," among the Scilly Islands and captured his ship. Du Guay Trouin was charged with firing on an English ship while he flew English colours. He was put under arrest at Plymouth, but with four companions escaped to Brittany in a small boat.

On October 23rd, 1702, the "Dragon," commanded by Captain Robert Hollyman, fell in with a French 60-gun ship off the Spanish coast. The "Dragon" engaged and fought a gallant action, in which Captain Hollyman was killed.

In 1707 the "Dragon" was rebuilt at Cucker's Point.

In 1710 the "Dragon," commanded by Captain George Martin, was at the head of a squadron of six ships which proceeded against Port Royal, now called Annapolis, in the Bay of Fundy. On October 2nd the French governor capitulated, and Port Royal was renamed Annapolis Royal. This expedition was despatched in consequence of the visit of some Red Indians to London, and was noteworthy on account of the smooth way in which the Naval and Military officers worked together.

On March 16th, 1712, the "Dragon," while commanded by Captain George Martin, was wrecked on the Caskets and completely lost.

THE KING'S SHIPS

The sixth "DRAGON" was a small sloop, purchased apparently subsequent to 1688.

On January 12th, 1690, while commanded by Captain Frederick Weighman, she foundered and was lost off Kingsgate in Thanet.

The seventh "DRAGON" was a fourth-rate, mounting 60 guns, originally called the "Ormond," and renamed in 1715. She was launched at Woolwich in 1711. She was of 704 tons, and her length, beam, and draught were 130 ft., 35 ft., and 14 ft.

In 1717 the "Dragon" was one of a fleet of 31 ships under Admiral Sir George Byng which sailed for the Baltic when it was discovered that the Swedish Minister was involved in a Jacobite



After R. Short. Engraved by P. C. Canot.

THE CAPTURE OF BELLE ISLE.

T. H. Parker, Brothers.

Plot. The ships remained in the Baltic allied with the Danes and Dutch for some months, but no fighting took place.

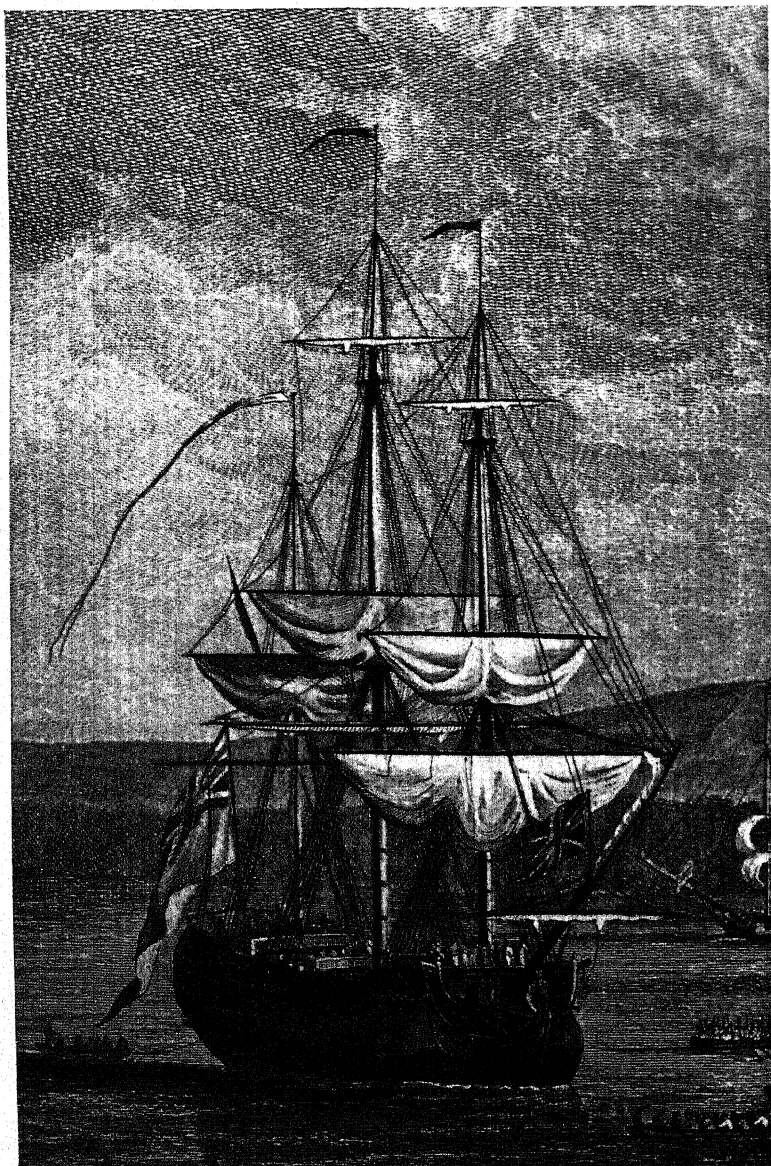
In 1726 she proceeded to the West Indies, and joined a fleet of 16 ships commanded by Vice-Admiral Hosier. The arrival of this fleet on the station caused great uneasiness to the Spaniards. They dismounted the guns of their ships and buried their gold. For six months the Vice-Admiral blockaded Puerto Bello, until disease forced him to raise the blockade. On August 23rd, 1727, Vice-Admiral Francis Hosier died. As an example of the sanitary conditions allowed to prevail it may be stated that his body was given a temporary burial in the ballast of his flagship "Breda" for four or five months. Vice-Admiral Hopsonn succeeded as Commander-in-Chief, and hoisted his flag at Jamaica on January 29th, 1728, but he contracted a fever and died on board his flagship on May 8th. During these two years, 2 flag-officers, 7 or 8 captains, 50 lieutenants, and 4000 subordinate officers and men were lost by various forms of sickness. In 1733 the "Dragon" was broken up.

The eighth "DRAGON" was a 60-gun ship of 1067 tons launched at Woolwich in 1736. She carried a crew of 400 men, and her length, beam, and draught were 144 ft., 41 ft., and 16 ft.

THE KING'S SHIPS

DRAGON

On July 25th, 1741, the "Dragon," commanded by Captain Curtis Barnet, while in company with two other ships, met and engaged three ships which were believed to be Spanish. It unfortunately turned out that they were French, with whom the English were not at war. After mutual apologies the squadrons parted. The "Dragon" had 11 killed and 22 wounded, and the French lost 35 killed and others wounded.



After D. Serres, R.A. Engraved by P.C. Canot.

THE NINTH "DRAGON."

T. H. Parker, Brothers.

In 1742 the "Dragon," commanded by Captain Curtis Barnet, was on the Mediterranean station under Rear-Admiral Lestock, and her captain brought himself into some historical prominence by a series of letters he exchanged with the above somewhat truculent flag-officer on the subject of fleet manœuvres.

In 1744 the "Dragon," commanded by Captain Charles Watson, was in the centre squadron of a fleet of 40 ships commanded by Admiral Thomas Matthews with his flag in "Namur." They were opposed to the Franco-Spaniards in the battle of Toulon. The Franco-Spaniards made up a fleet of 36 ships in all, and were commanded by Admiral de Court with his flag in "Terrible." The fleets sighted one another on February 10th, 1744. A hot action followed, in which one ship was captured from the allies and subsequently recaptured by them. The allies were put to flight, and were pursued until the morning of the 13th. The main feature of this action was the suspension of Vice-Admiral Lestock for not supporting the Commander-in-Chief. In England, Lestock's unwillingness to

sit quietly under his suspension led to a succession of courts-martial. He was tried and most undeservedly acquitted, having taken shelter behind technical excuses which just saved him. In the subsequent trials Admiral Matthews was cashiered for the general mishandling of the fleet and four captains were punished for not properly engaging the enemy.

In October 1747 the "Dragon" was on the West Indian station in a squadron commanded by Captain George Pocock. News was received from Admiral Edward Hawke that a large French convoy was approaching. Captain Pocock acted with great promptness, collected his scattered ships, and managed to capture thirty of the merchantmen. To this number the "Dragon" contributed five. In 1757 the "Dragon" became a breakwater at Sheerness.

The ninth "DRAGON" was a 74-gun ship launched at Deptford in 1760. She was of 1614 tons, and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 19 ft.

On July 12th, 1760, the "Dragon," commanded by Captain the Hon. John Hervey, being close in shore off Isle Groix, was fired on by a small fort. That evening the boats were landed. The men surprised the guard, dismounted the guns of the battery, tumbled the pieces over the rocks, and returned to their ship with the whole of the guard, and not a single man hurt.

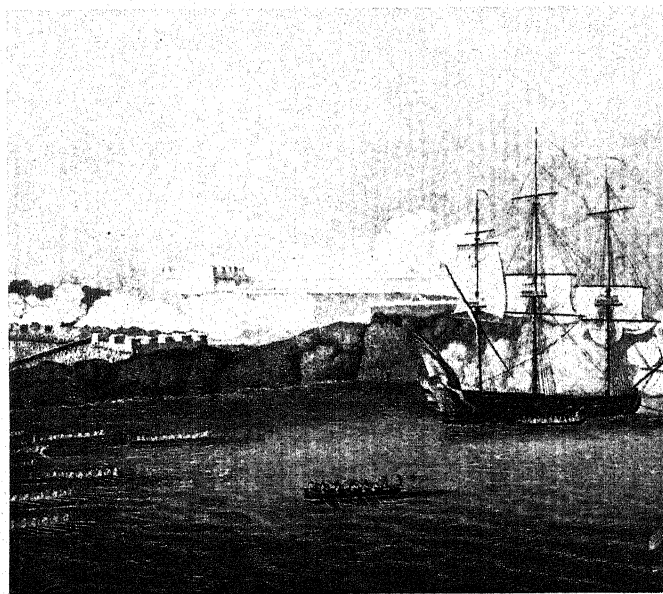
In May 1761 the "Dragon" met and fought for nearly three days two Algerine men-of-war, which eventually escaped.

In 1761 the "Dragon," commanded by Captain the Hon. John Hervey, sailed in a fleet of 31 vessels under the supreme command of Commodore the Hon. Augustus Keppel with his broad pennant in "Valiant." They carried with them 10,000 troops, and reached Belle Isle on the French coast on April 6th. On April 8th the "Dragon" and three other ships silenced a 4-gun battery at the mouth of the bay. On the same day the troops were landed and beaten back. On April 22nd, after some bad weather had interrupted the operations, the troops were again landed, the guns of the "Dragon" covering a feint at Fort d'Arscic. The French retired before the troops to Palais. Batteries were now erected against the town, which until the middle of May was subjected to a fierce bombardment. On June 8th the Governor surrendered the town. The English lost 310 killed and 500 wounded, besides many who died of disease.

In 1762 the "Dragon," commanded by Captain the Hon. John Hervey, was in the fleet in the West Indies consisting of 40 ships, frigates, sloops, and bombs, with nearly 10,000 troops, which arrived off Martinique on January 7th under Rear-Admiral Rodney. The attack began on January 16th by all ships bombarding the batteries of Fort Royal Bay. When these batteries were silenced, the troops were landed and marched the six miles to Fort Royal. The necessary guns were dragged to the front by the men of the fleet, and on the 25th they began to bombard. The citadel surrendered on February 5th, and by February 16th the whole island was in the possession of the British. The English loss was 500 killed and wounded.

On February 24th the "Dragon" was detached in charge of a squadron of five vessels to attack St. Lucia. On arrival Captain Hervey could not satisfy himself of the enemy's strength; and to discover it, he disguised himself as a midshipman, and in the capacity of an interpreter accompanied the officer whom he sent to summon the Governor. The Governor refused to surrender, yet Hervey learnt so much during his visit that on the following day he made preparations for taking his ships into harbour. No sooner did the Governor notice signs of their intention to approach than he capitulated.

In May 1762 the "Dragon," commanded by Captain the Hon. John Hervey, was in the English fleet proceeding to Havana against the Spaniards. This fleet consisted of 53 ships besides storeships, hospital ships, and transports with 15,000 troops. Admiral Sir George Pocock (flag in "Namur") and George, Earl of Albemarle, were the Naval and Military Commanders-in-Chief. On May 27th the fleet, 200 sail in all, stood away for the Old Strait of Bahama, which was safely navigated by marking the dangerous shoals with boats. During the passage two Spanish ships were captured. On June 6th the fleet arrived off Havana, and while a feint was made elsewhere the troops were landed under cover of its guns. On



After D. Serres, R.A. Engraved by P. C. Canot. Royal United Service Institution.

THE NINTH "DRAGON" AT MORO.

July 1st the "Dragon" and two other ships bombarded Moro, but they were so severely damaged that they had to be called off. The "Dragon" lost 16 killed and 37 wounded in the attack. But although the Spaniards made a most gallant defence, Havana fell, and the British took complete possession on August 14th, 1762. Specie and stores to the value of three million pounds were captured, 13 Spanish men-of-war were destroyed, 3 were sunk, and 2 on the stocks were burned. The British lost 1790 killed and wounded. The division of the prize money caused no little heart-burning. It worked out as follows: Admiral £123,000, Captain £1600, petty officer £17, seaman or marine £4.

In 1784 the "Dragon" was sold for £620.

The tenth "DRAGON" was a 20-gun cutter purchased in 1782. She was of 139 tons, and carried a crew of 50 men. Her length, beam, and draught were 61 ft., 24 ft., and 9 ft.

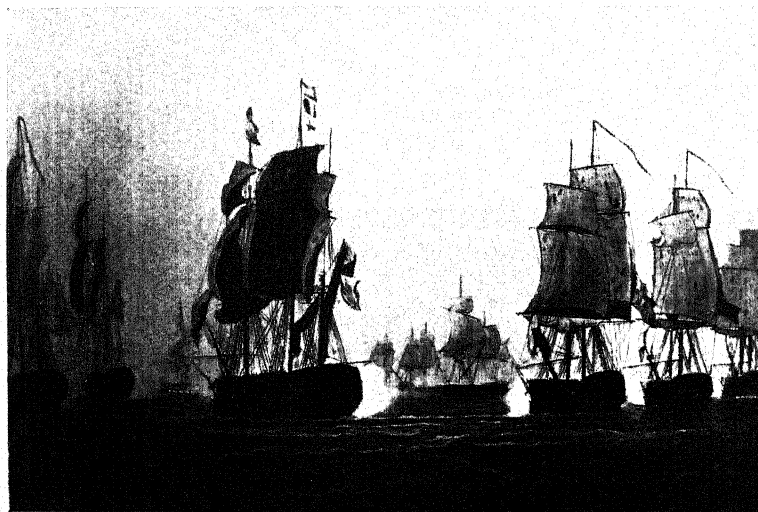
In 1785 the "Dragon" was sold for £300.

The eleventh "DRAGON" was a 74-gun ship, launched on the Thames in 1798.

She was of 1815 tons, and carried a crew of 590 men. Her length, beam, and draught were 178 ft., 48 ft., and 19 ft.

In 1801 the "Dragon," commanded by Captain John Aylmer, was one of a squadron of nine vessels commanded by Rear-Admiral Sir John Warren with his flag in "Renown." They raised the blockade of Porto Ferraio, which for three months had been invested by the French.

On August 14th, after a diversion had been made by the "Dragon" and one other ship, about 700 seamen and marines were landed and, with 1000 Tuscans, captured



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

CALDER'S ACTION OFF FERROL.

or destroyed several French batteries and took a number of prisoners. But they were at last compelled to retire with a Naval loss of 15 killed, 38 wounded, and 77 missing.

On June 18th, 1803, the "Dragon," commanded by Captain John Aylmer, and having the "Endymion" in company, fell in with the French 16-gun sloop "Colombé," off Ushant. The "Colombé" had left all her guns in San Domingo and was compelled to strike without offering any resistance.

From 1803 to 1805 the "Dragon" was engaged in the blockade of Brest in a fleet commanded by Admiral the Hon. William Cornwallis.

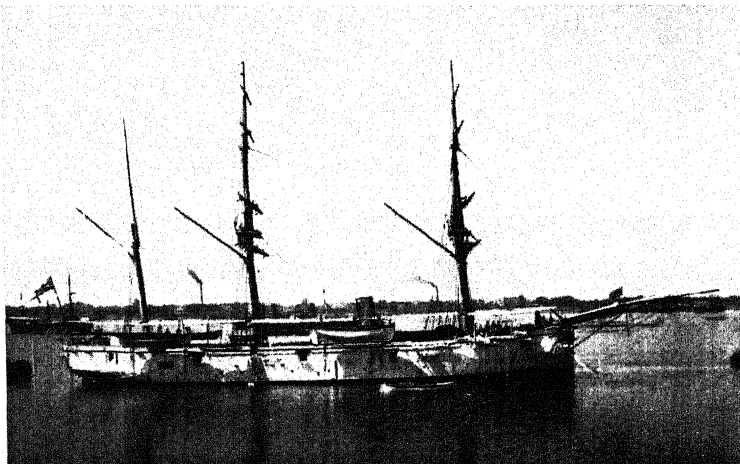
On July 22nd, 1805, the "Dragon," commanded by Captain Edward Griffith, took part in Admiral Calder's action off Ferrol. The English fleet consisted of 15 ships, 2 frigates, and 2 small craft under Vice-Admiral Sir Robert Calder with his flag in "Prince of Wales." The Franco-Spanish fleet consisted of 20 ships, 6 frigates, and 3 small craft under Vice-Admiral Villeneuve and Admiral Don Frederico Gravina. The enemy were sighted at 11 A.M. in misty weather. After various manœuvres carried out in considerable confusion owing to fog, the action began at 5 P.M. and was general at 6 P.M. The "Dragon," being a long way to leeward, only got up for the very tail end of the engagement. By 8.10 P.M. two Spanish ships struck. The Franco-Spaniards lost 2 ships, and had 647 men killed and wounded. The English had 198 killed and wounded, to which the "Dragon" contributed 4 wounded. The fleets manœuvred in light winds on the two following days, but no fighting took place, and by 6 P.M. on the 24th they were out of sight of one another. In consequence of remarks in the press Sir Robert Calder demanded a court-martial, by which, while acquitted of cowardice or disaffection, he was severely reprimanded for not fighting to a finish.

The "Dragon" then took part in the blockade of Ferrol, and soon discovered that the combined French and Spanish fleets were at anchor off Corunna under Vice-Admiral Villeneuve. On August 11th this fleet proceeded to sea with the important intention of sweeping the English Channel clear to make way for Napoleon's projected invasion of England.

Captain Edward Griffith in the meantime desiring to protect the disabled British frigate "Phoenix" which was in his vicinity with her prize, the French frigate "Didon," in tow, had boarded a Danish vessel bound from Lisbon to the Baltic. He acquainted her master that no less than twenty-five British sail of the line were in the neighbourhood, coming south to attack the Franco-Spaniards under Villeneuve. This information was of course entirely false. Captain Griffith's desire was that if Villeneuve by any chance overtook the Dane and asked for news, the Commander-in-Chief would be considerably misled, and that his ruse might have the effect of altering the course of the allies, and so save the "Phoenix" and "Didon" from capture.

The deception answered admirably, and, as will be seen, had far more important results than Captain Griffith anticipated.

On August 14th one of the French advanced frigates boarded the Danish ship, and was fortunately seen doing so by the "Dragon." Knowing the nature of the news that would be given to the frigate, Captain Griffith at once began making a succession of signals to the imaginary fleet, fired guns, and otherwise endeavoured to keep up the effect of his plan. The frigate tacked towards the allies and gave Villeneuve her important news. The French Commander-in-Chief shortly afterwards altered course. Instead of proceeding to Brest to effect a junction he turned to the south and proceeded into Cadiz. Captain Griffith's ruse had results, therefore, far beyond those he had intended. The "Phoenix" got safely home with her prize. Napoleon was so incensed with Villeneuve's failure to sweep the Channel that he broke up the camp of the "Invasion of England Army," and marched his men to Austria; and the next time Villeneuve left Cadiz with the combined fleets he met Lord Nelson off Cape Trafalgar.



Captain Alfred F. Welldon, R.N.

THE FIFTEENTH "DRAGON."

In 1813 the "Dragon," commanded by Captain Robert Barrie, took part in the war with America, and during the winter of 1813-14 led the Naval force, taking part in some of the minor operations in Chesapeake Bay.

In June 1814 the boats from the "Dragon" and other ships, under Captain Barrie, captured the town of Lower Marlborough and burned large quantities of stores.

In August 1814 the "Dragon," commanded by Captain Robert Barrie, sailed from Halifax in a fleet of 4 men-of-war and 10 transports with troops, under Rear-Admiral Edward Griffith with his flag in "Dragon," for the River Penobscot. *En route* they were joined by four other men-of-war. On September 1st they captured the town of Castine, then sending the boats with troops up the river to Hamden, they captured several American privateers, and caused the Americans to burn the 36-gun frigate "Adams."

The "Dragon" ended her career at Pembroke as a receiving barrack ship, her name being changed to "Fame."

The twelfth "DRAGON" was a 14-gun sloop captured from the French on May 5th, 1800, by the "Fishguard" and "Cambrian" in the English Channel.

The thirteenth "DRAGON" was a 6-gun paddle frigate of 1270 tons, and 560 horse-power, with a crew of 220 men. She was launched at Pembroke in 1845, and her length, beam, and draught were 200 ft., 37 ft., and 9 ft.

THE KING'S SHIPS

DRAGON

On March 11th, 1854, the "Dragon," commanded by Captain James Willcox, was one of a steam fleet of 15 vessels which sailed for the Baltic under Vice-Admiral Sir Charles Napier with his flag in "Duke of Wellington" directly war with Russia was imminent.

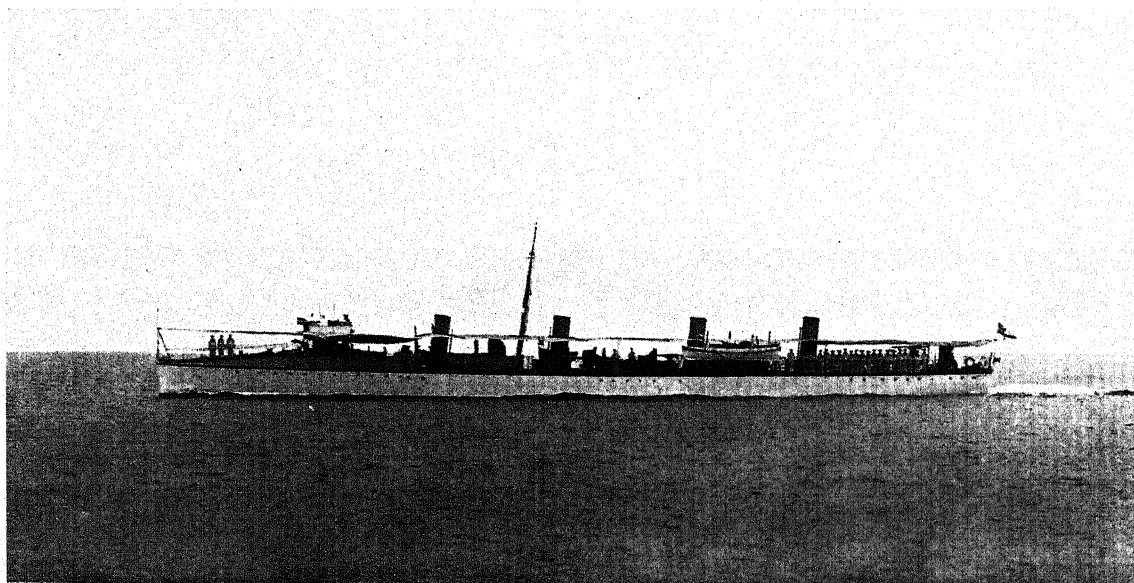
On May 22nd, 1854, the "Dragon" bombarded Fort Gustaford, an island work mounting 31 guns. The "Dragon" opened fire at 1600 yards, but the enemy soon got her range, and she had to withdraw with many shot in her hull, one man killed, and another wounded.

On March 28th, 1855, the "Dragon," commanded by Captain William Houstoun Stewart, sailed from the Downs in a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." The fleet made for the Baltic to take part in the Russian war, and at once established a blockade of the coast of Courland.

On June 9th, the "Dragon" was engaged in a reconnaissance of Cronstadt and exchanged distant shots with a gunboat.

On July 19th, etc., the "Dragon" was engaged in other important reconnaissances.

On August 9th the "Dragon" was one of a British force of 54 vessels, mostly composed



THE SIXTEENTH "DRAGON."

From the photograph by Richard Ellis.

of bombs, which warped into position for the bombardment of Sveaborg, and soon after 7 A.M. began firing. A number of French bomb vessels co-operated in the attack, which lasted until the morning of the 11th. Only one man on the British side lost his life, but a spy stated that the Russians had lost 2000 killed, 23 vessels burned, and that the dockyard, government stores, and powder magazines were blown up, and completely destroyed.

In 1864 the "Dragon" was broken up.

The fourteenth "DRAGON" was a small paddle vessel of 113 tons and 40 horse-power, launched for harbour service at Malta in 1853.

In 1867 the "Dragon" was sold for £160.

The fifteenth "Dragon" was a 6-gun screw sloop launched at Devonport in 1878. She was of 1140 tons, 1010 horse-power, and 11.5 knots speed. Her length, beam, and draught were 170 ft., 36 ft., and 15 ft.

In 1882 the "Dragon," commanded by Commander Edward Grey Hulton, took part in the Egyptian war.

In August 1882 the "Dragon" contributed to a Naval Brigade which was disembarked at Suez. The inhabitants understood that the town was in danger of being burnt, but the Naval Brigade, composed mostly of marines, occupied the town, and the Egyptian troops fled.

In 1884 and 1885 the "Dragon" was employed in the suppression of slavery in the Persian Gulf and east coast of Africa.

In 1892 the "Dragon" was sold.

The sixteenth "DRAGON" was a twin-screw torpedo-boat destroyer launched at Birkenhead in 1894. She was of 305 tons, 4400 horse-power, and 27 knots speed. Her length, beam, and draught were 210 ft., 19 ft., and 6 ft.

In 1912 the "Dragon" was sold at Devonport for £1830.

The seventeenth "DRAGON" is a turbine torpedo-boat destroyer laid down at Messrs. Thornycrofts' Yard in 1912.

In October 1913 this vessel's name was changed to "Look Out."

DRAKE

THOMAS DRAKE. ELIZABETH DRAKE. SIR FRANCIS DRAKE

The Campaign of the Spanish Armada—		
The battles off Plymouth, Portland, and the Isle of Wight	1588	
The fireship attack at Calais	1588	
Naval officer and gallant merchantman	1694	
The War of the Spanish Succession—		
Minor part on the coast	1702-13	
The War of Jenkins's Ear, and of the Austrian Succession—		
Captured a Spanish schooner	1739	
Mitchell's action with De Conflans off Jamaica	1746	
Operations against Tulagee Angria	1756	
The Seven Years' War—		
The blockade of Pondicherry	1760	
The War of American Independence—		
Action with American "Ranger"	1778	
Nelson's attack on Turk's Island	1783	
The Wars of the French Revolution and Empire—		
Captured American "Punch"	1796	
Boat attack at Jean Rabel	1797	
Operations at Platform Bay, San Domingo	1798	
Assisted to capture French "Harmonie"	1803	
Boat attack at Trinité, Martinique	1804	
Captured a battery at Trinité, Martinique	1804	
Operations at Deshaies, Guadeloupe	1804	
The capture of Surinam	1804	
A Six Years' Commission—		
Destruction of Dutch squadron at Java	1806	
Captured French "Tilsit"	1810	
Destruction of Dutch squadron at Rembang	1811	
The capture of Java	1811	
The capture of Madura, etc.	1811	
The Russian War—		
The expedition to the Baltic	1855	
The blockade of the coast of Courland	1855	
The bombardment of Sveaborg	1855	
The second China War—		
The capture of Canton	1857	
The capture of the Taku Forts	1860	

SIR FRANCIS DRAKE.—Circumnavigator and Admiral. Born near Tavistock about 1545, as one of the twelve sons of a Devonshire yeoman, he started life as an apprentice to the master of a coasting vessel. While commanding the 50-ton "Judith" he was repulsed in an attack on San Juan de Lua in 1568. He made two voyages to the West



Indies, in 1570 and 1571. In 1572 he set out on a further voyage of discovery, visited the Gulf of Darien, and attacked Nombre de Dios. He captured many Spanish ships, and burnt Puerto Bello, before passing on to Panama. He sacked Venta Cruz, and arrived back at Plymouth with enormous wealth in August 1573. In December 1577 he sailed again in a ship of 100 tons, called the "Pelican," but when he reached the Straits of Magellan, he renamed the vessel "Golden Hind." He was blown to 57° south in a gale, visited Valparaiso, captured many prizes and much treasure, and then stood across the Pacific Ocean, and reached Java on March 10th, 1580. He returned to England via the Cape of Good Hope and Sierra Leone on September 26th, 1580. There was much discussion on the legality of his action; but Queen Elizabeth visited Drake on board the "Golden Hind" at Deptford on April 4th, 1581, and there, on the deck of the first English ship that had gone round the world, conferred upon him the honour of Knighthood. Mayor of Plymouth, 1582. Commanded an expedition against the Spaniards, 1585-1586. In 1587 he attacked the Spanish vessels at Cadiz and destroyed thirty-three. Commanded a squadron at the defeat of the Spanish Armada next year.

In 1589 Drake commanded a squadron which attacked Corunna, and inflicted many reprisals upon the Spaniards. Member of Parliament for Plymouth, 1593. In 1595 Drake set forth to the West Indies to attack the Spaniards, and he died of dysentery off Puerto Bello on January 28th, 1596. On the following day he was buried at sea in a leaden coffin, amidst a lament of trumpets and the thunder of the guns, a league from the shore. Two vessels of his fleet, and all his last taken prizes were sunk near where he was buried.



Engraved by Freeman. T. H. Parker, Brothers.

Francis Drake

THE KING'S SHIPS

DRAKE

Mr. Henry Newbolt's inspiring verses on this great sea captain are reprinted, by his kind permission, from *Poems New and Old* (Copyright), John Murray, London.

DRAKE'S DRUM

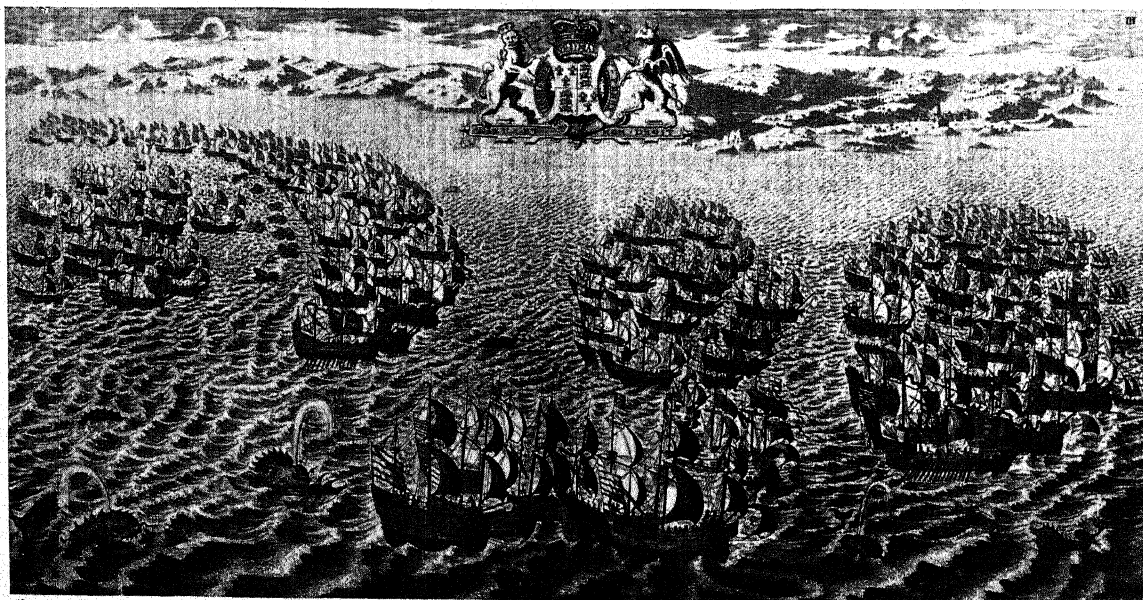
Drake he's in his hammock an' a thousand mile away,
(Capten, art tha sleepin' there below ?)
Slung atween the round shot in Nombre Dios Bay,
An' dreamin' arl the time o' Plymouth Hoe.
Yarnder lumes the island, yarnder lie the ships,
Wi' sailor lads a-dancin' heel-an'-toe,
An' the shore-lights flashin', an' the night-tide dashin',
He sees et arl so plainly as he saw et long ago.

Drake he was a Devon man, an' rüled the Devon seas,
(Capten, art tha sleepin' there below ?),
Rovin' tho' his death fell, he went wi' heart at ease,
An' dreamin' arl the time o' Plymouth Hoe.
" Take my drum to England, hang et by the shore,
Strike et when your powder's runnin' low ;
If the Dons sight Devon, I'll quit the port o' Heaven,
An' drum them up the Channel as we drummed them long ago."

Drake he's in his hammock till the great Armadas come,
(Capten, art tha sleepin' there below ?),
Slung atween the round shot, listenin' for the drum,
An' dreamin' arl the time o' Plymouth Hoe.
Call him on the deep sea, call him up the Sound,
Call him when ye sail to meet the foe ;
Where the old trade's plyin' an' the old flag flyin'
They shall find him ware an' wakin', as they found him long ago !

The first " DRAKE " in the British service was the " Thomas Drake," of 200 tons and a crew of 80 men.

She was a merchant ship, and was the private property of Sir Francis Drake. Commanded by Henry Spindelow, with John Tranton as master, the " Drake " played an important part in



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

THE SPANISH ARMADA OFF PLYMOUTH.

the campaign of the Spanish Armada in 1588. She served to the westward under Sir Francis Drake, and took part in the battles off Plymouth, Portland, and the Isle of Wight. When the Spaniards were anchored off Calais, she was sent in and burnt as a fireship. She created great consternation by coming into the Calais anchorage fully ablaze with all sails set, drifting slowly with the tide. Many Spaniards cut their cables and fled, and were subsequently defeated.

The second "DRAKE" was the "Elizabeth Drake" of Lyme. She was of 60 tons, and had a crew of 30 men.

Under the command of Thomas Cely, with Thomas Clerke as master, the "Elizabeth Drake" took part in the campaign of the Spanish Armada, and was one of the merchant ships appointed to serve to the westward under Sir Francis Drake.

The third "DRAKE" was added to the Navy during the Commonwealth. She was launched at Deptford in 1652, and was a 14-gun ship of 146 tons.

She was classed as a sixth-rate, and probably played some minor part in the Dutch Wars. In 1688 she is shown to have been serving at Jamaica, and at that place she was sold.

The fourth "DRAKE" was a 24-gun sloop of 253 tons launched at Rotherhithe in 1694. She carried a crew of 110 men, and her length, beam, and draught were 93 ft., 25 ft., and 10 ft.

On September 26th, 1694, Robert Stapylton was made commander of the "Drake," under circumstances which illustrate the interchangeability existing in those days between the Royal Navy and the ships of the merchants.

On January 14th, 1694, Stapylton, who was master of the small 8-gun trader "Conquest," with a crew

of 20 men, met off the mouth of the Tagus a French man-of-war mounting 26 guns, with a crew of 180 men. The Frenchman bore down and attacked. Stapylton had some spare ports, so he ran three guns over to make a broadside of seven, and most pluckily engaged for six hours. Eight of his men were killed, and when he had only four cartridges left, he decided on a final broadside. This last discharge set the "Conquest" on fire, whereupon he fell aboard the Frenchman, and in the ensuing confusion Stapylton and his crew slipped over the stern into a boat, in which they got safely to Lisbon.

It is sad to have to record that Stapylton took the "Drake" to the Irish station, where she was lost with all hands on December 20th, 1694.

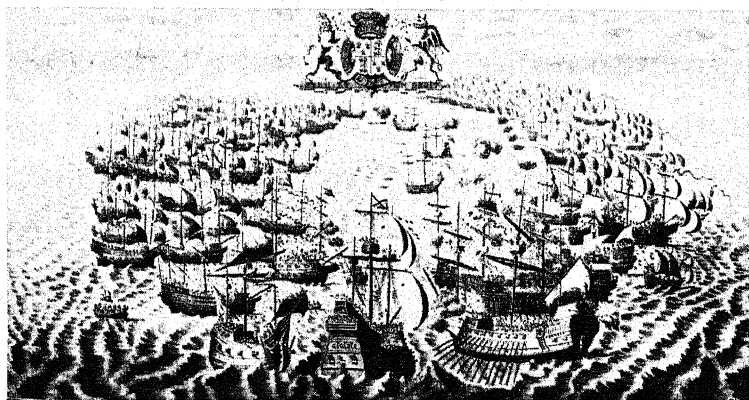
The fifth "DRAKE" was a 2-gun yacht launched at Plymouth in 1705. She was of 68 tons, and her length, beam, and draught were 35 ft., 16 ft., and 8 ft.

In a coastal capacity the "Drake" took some small part in the War of the Spanish Succession, sometimes known as Queen Anne's War, which lasted from 1702 to 1713.

In 1727 the "Drake" was rebuilt at Plymouth, and in 1747 she was sold for £310.

The sixth "DRAKE" was a 14-gun sloop launched at Woolwich in 1705. She was of 175 tons, and carried a crew of 85 men. Her length, beam, and draught were 84 ft., 22 ft., and 6 ft.

The seventh "DRAKE" was a 14-gun sloop launched at Deptford in 1729. She was of 207 tons, with a crew of 90 men. Her length, beam, and draught were 87 ft., 23 ft., and 6 ft.



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

BATTLE OFF ISLE OF WIGHT.

THE KING'S SHIPS

DRAKE

In 1739 the "Drake" was at Jamaica under the orders of Commodore George Brown, who had directions to annoy the Spaniards. In August the "Drake" captured and brought into Port Royal, Jamaica, a small Spanish schooner.

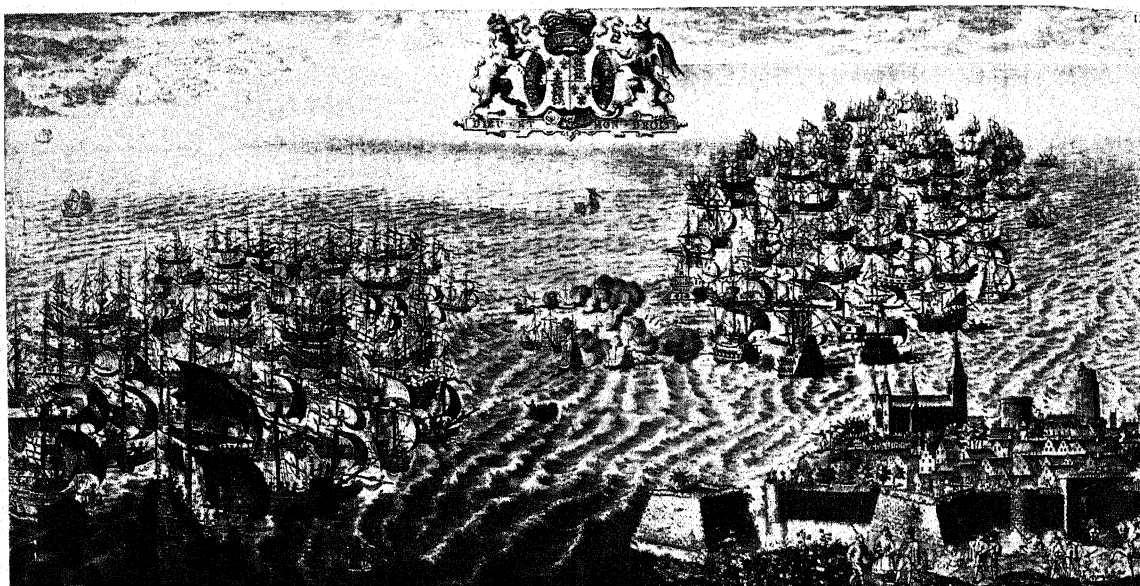
In 1748 this vessel was sold at Deptford for £203.

The eighth "DRAKE" was a 14-gun vessel built at Bombay in 1736. She was of 200 tons, carried a crew of 94 men, and was one of the Bombay Marine.

In 1756, while fitted as a bomb vessel, she took part in the operations which resulted in the complete overthrow of the notorious pirate, Tulagee Angria.

The ninth "DRAKE" was a 14-gun sloop built at Wapping in 1740. She was of 206 tons, with a crew of 80 men. Her length, beam, and draught were 85 ft., 24 ft., and 9 ft.

In September 1742 the "Drake" was wrecked and lost in Gibraltar Bay.



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

FIRESHIP ATTACK OFF CALAIS.

The tenth "DRAKE" was a 14-gun sloop launched at Deptford in 1743. She was of 249 tons, with a crew of 110 men. Her length, beam, and draught were 88 ft., 25 ft., and 6 ft.

In October 1746 the "Drake," commanded by Commander Edward Clark, sailed in a squadron of six ships under Captain Cornelius Mitchell in "Strafford." They were ordered to intercept a French convoy of 90 merchantmen escorted by Admiral de Conflans with four ships. The convoy were sighted on October 6th, but Captain Mitchell held councils of war, and refrained from attacking. The enemy, after they had recovered from their astonishment, chased the superior English squadron, and gave them a mauling. Captain Mitchell took his squadron back to Jamaica, and at a subsequent court-martial he was convicted of cowardice and neglect of duty. He was sentenced to be mulcted of five years' pay, and to be dismissed the service.

In 1748 the "Drake" was sold for £203.

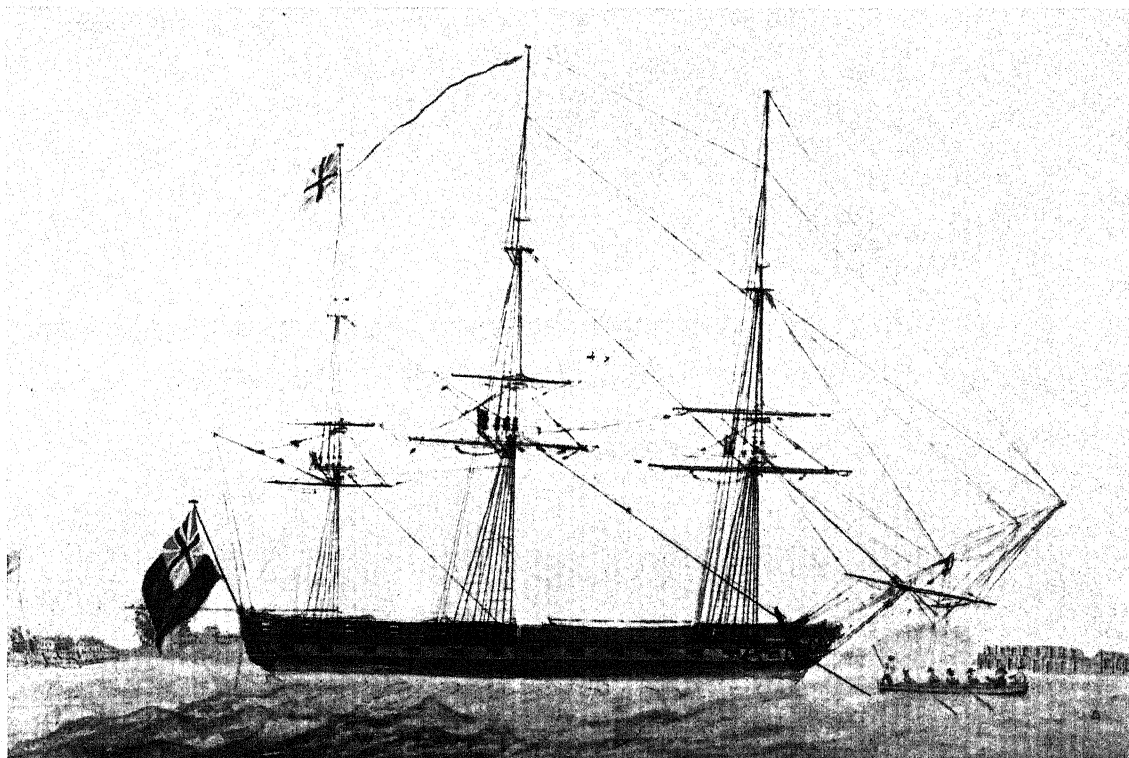
The eleventh "DRAKE" was an armed storeship.

In 1760 she was operating against the French in the East Indies, and assisted in the siege and blockade of Pondicherry. On January 1st, 1761, a violent storm broke over the blockading squadron. Four ships were dismasted, and three were driven ashore and wrecked. The "Drake" and two other ships foundered with the loss of all hands, except 7 Europeans and 7 Lascars. The total loss of life on this occasion was 1100 souls.

The remaining ships resumed the blockade, and Pondicherry surrendered on January 15th, 1761.

The twelfth "DRAKE" was a 20-gun sloop of 275 tons, purchased as "Resolution" in 1777. Her length, beam, and draught were 91 ft., 26 ft., and 12 ft.

On April 24th, 1778, the "Drake," commanded by Commander George Burdon, left Carrickfergus and attacked the American sloop of war "Ranger," commanded by Captain Paul Jones, U.S.N. The "Ranger" had a crew of 135 men, and threw a broadside of 54 pounds. The "Drake" had a crew of 154 men, mostly volunteers or freshly pressed men, and threw a broadside of 40 pounds. The "Drake" had only 20 rounds ready, her scantling was



From an old print.

THE EIGHTEENTH (SIR FRANCIS) "DRAKE."

British Museum.

weak, and her battery was light and exposed. After an action lasting seventy minutes the "Drake" surrendered with a loss of 5 killed and 20 wounded. The "Ranger" had 2 killed and 6 wounded. The quality of the "Drake's" crew is shown by the fact that twenty of them at once enlisted in the American service. They were probably Irishmen who had been pressed for the Navy. Commander Burdon lost his life in the defence of his ship.

The thirteenth "DRAKE" was a 14-gun brig sloop launched at Dover in 1779. She was of 221 tons, and carried a crew of 80 men. Her length, beam, and draught were 79 ft., 26 ft., and 8 ft.

In March 1783 the "Drake," commanded by Commander Charles Dixon, co-operated with the "Albemarle," Captain Horatio Nelson, in an attack on the French at Turk's Island in the West Indies. One hundred and sixty-seven men were landed on the island under Commander Charles Dixon, but the attack was repulsed with a loss of 8 wounded.

On December 3rd, 1796, the "Drake," commanded by Commander John Perkins, captured off San Domingo the "Punch," an American brig, with a French cargo, and much of the illicit trade carried on under the American flag was discovered. In April she was one of a squadron of five ships acting under Captain Hugh Pigot in "Hermione."

THE KING'S SHIPS

DRAKE

On April 20th, 1797, the boats of the squadron were sent into Jean Rabel, and by 4 A.M. in spite of a heavy musketry fire 1 ship, 3 brigs, 3 schooners, and 2 sloops were captured from the French privateersmen.

On February 13th, 1798, the "Drake," in company with two other ships and taking 250 troops, sailed from Cape St. Nicolas Mole and successfully dislodged a considerable body of brigands who had established themselves nine miles away in Platform Bay. Four rowing barges and six guns were captured on this occasion.

In 1800 the "Drake" was put out of commission at Jamaica, and struck off the list.

The fourteenth "DRAKE" was a 28-gun sloop, captured from the French in 1799. In the French service she had been called "La Tigre." She was of 212 tons, and carried a crew of 86 men. Her length, beam, and draught were 80 ft., 24 ft., and 8 ft.

On November 16th, 1803, the "Drake," commanded by Commander William Ferris, arrived off Marin in the Island of Martinique to assist the "Blenheim" and "Swift" to capture the "Harmonie," a peculiarly destructive French privateer. Commander Ferris was appointed to command the seamen, who were towed up in boats by the "Drake," and speedily captured the "Harmonie" with a loss of 1 killed and 5 wounded, while the French lost 16 killed or wounded, and some others—drowned. The marines from the squadron in the meanwhile captured a fort, blew up a magazine, and spiked nine guns which commanded the retreat of the boats and their prize.



From a lithograph. After E. T. Dolby.

T. H. Parker, Brothers.

THE BOMBARDMENT OF SVEABORG.

On the night of February 19th, 1804, the "Drake," commanded by Lieutenant William King (acting captain), sent in her boats and captured three French vessels in

the harbour of Trinité, Martinique. Owing to lack of wind, they were unable to bring the ships out.

On the night of February 24th Lieutenant King landed with a party of 30 men and stormed a battery which commanded the anchorage, spiking five guns, with a loss of 1 man killed and 2 wounded.

On March 14th, 1804, the "Drake," commanded by Lieutenant William King (acting captain), sent her boats into Deshaies, Guadeloupe, to capture a large French 18-gun privateer. She proved an easy capture, as the crew abandoned her on the approach of the boats. But they had fired a train of combustibles, for soon afterwards the prize blew up, killing 6 officers and men and wounding several others. At the same time the "Drake" recaptured a valuable British merchantman that had been taken by the French.

On April 25th, 1804, after a passage of twenty-two days from Barbados, the "Drake," commanded by Commander William Ferris, arrived off the Dutch island of Surinam in a squadron of 7 men-of-war, commanded by Commodore Samuel Hood with his broad pennant in "Centaur." Transports with two thousand troops under Major-General Sir Charles Green accompanied the expedition, and two other men-of-war joined the flag on arrival. On April 30th the "Drake" and others bombarded and silenced a fort, and Braams Point, Frederici Battery, and Leijden redoubt were successively stormed and carried by the troops. On May 5th, while preparations for a grand attack were proceeding, the whole of the Dutch colony of Surinam

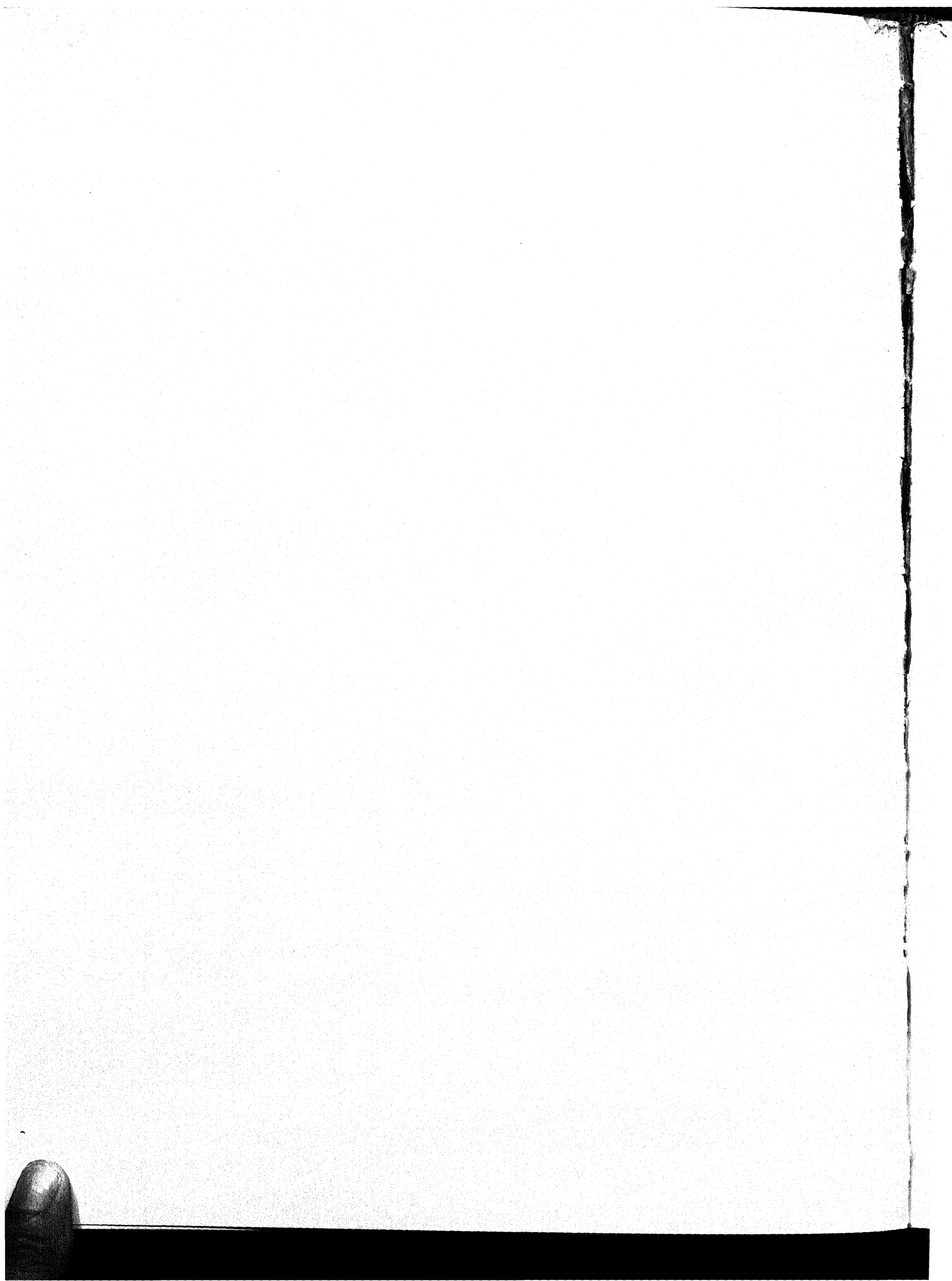
OUR NAVAL SEAMEN

AFTER THE GREAT WAR

Circa A.D. 1825

SHIPMATES IN THE "QUEEN CHARLOTTE" AT ALGIERS





surrendered, together with 10 men-of-war and some merchantmen, 2000 prisoners, and 282 guns. The Navy lost only 5 killed and 8 wounded.

In September 1804 the "Drake," commanded by Captain William King, was wrecked and lost on the Island of Nevis.

The fifteenth "DRAKE" was an armed vessel of 130 tons with a crew of 43 men. She was hired for service in 1799.

The sixteenth "DRAKE" was a 14-gun "snow" in the service of the Bombay Marine, dating from about 1802.

The seventeenth "DRAKE" was a 16-gun sloop purchased into the Navy in 1804. She was of 253 tons and carried a crew of 75 men. Her length, beam, and draught were 104 ft., 24 ft., and 10 ft. Her original name had been "Earl Mornington."

In 1808 this "Drake" was broken up.

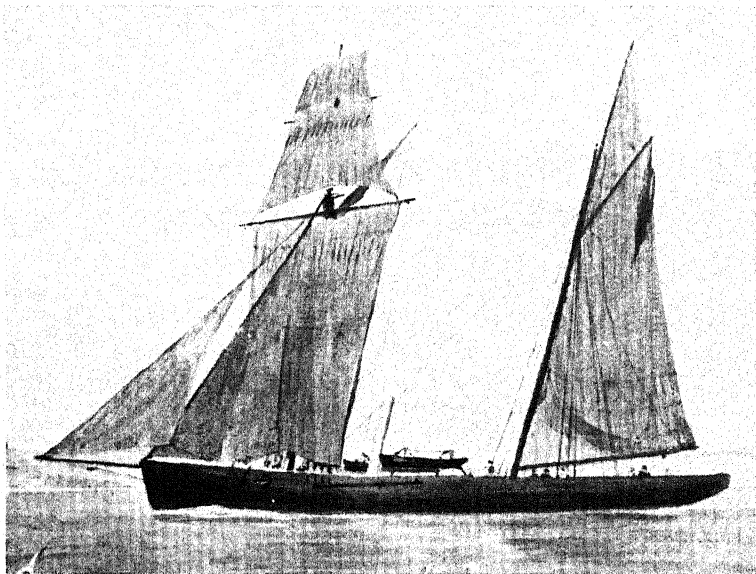
The eighteenth "DRAKE" was a 32-gun ship called the "Sir Francis Drake," purchased into the Navy from the East India Company in 1806. She was of 751 tons and carried a crew of 88 men. Her length, beam, and draught were 132 ft., 35 ft., and 14 ft.

On November 27th, 1806, the "Sir Francis Drake" arrived off Java in a squadron of 7 ships commanded by Rear-Admiral Sir Edward Pellew with his flag in "Culloden." Eight Dutch ships were at once run aground by their crews. The boats of the squadron went in and burned all the vessels, suffering a loss of only 1 man killed and 4 wounded in the operation.

On May 23rd, 1811, the "Sir Francis Drake," commanded by Captain George Harris, discovered 14 Dutch gunboats under the shore near Rembang. Five were forced to anchor and strike. The remaining 9 were cut out by the frigate's boats under Lieutenant James Bradley.

In 1811 the "Sir Francis Drake," commanded by Captain George Harris, was one of a combined fleet of about 40 men-of-war and East Indiamen, commanded by Rear-Admiral the Hon. Robert Stopford with his flag in "Scipion." On August 2nd the fleet left Boompjes Island to attack the Island of Java, then in possession of the Dutch, and on the 4th 8000 men were landed. On August 8th Batavia surrendered, and thenceforth it was used for the occupation of troops, and as a base for the fleet. On August 20th the formal siege of Meester Cornelis, in which no fewer than 280 guns were mounted, was begun. A brigade of seamen and marines assisted in the operations, and repulsed a Dutch sortie on the 22nd. On the 24th a furious cannonade began, and at midnight on the 25th the formidable works were successfully stormed and carried, after a bloody struggle. Five thousand Dutchmen were taken prisoners, and more than a thousand fell in the action and pursuit. The total British loss was 156 killed, 788 wounded, and 16 missing, to which the Navy contributed 15 killed, 55 wounded, and 3 missing.

On August 31st, 1811, the "Sir Francis Drake" and the "Phaeton" landed their men and rushed the fort of Sumenap in the Island of Madura. They then summoned the governor of the island to surrender. He, in reply, desired them to evacuate the fort immediately. Although



THE TWENTY-FIRST "DRAKE."

Mrs. William Arthur.

THE KING'S SHIPS

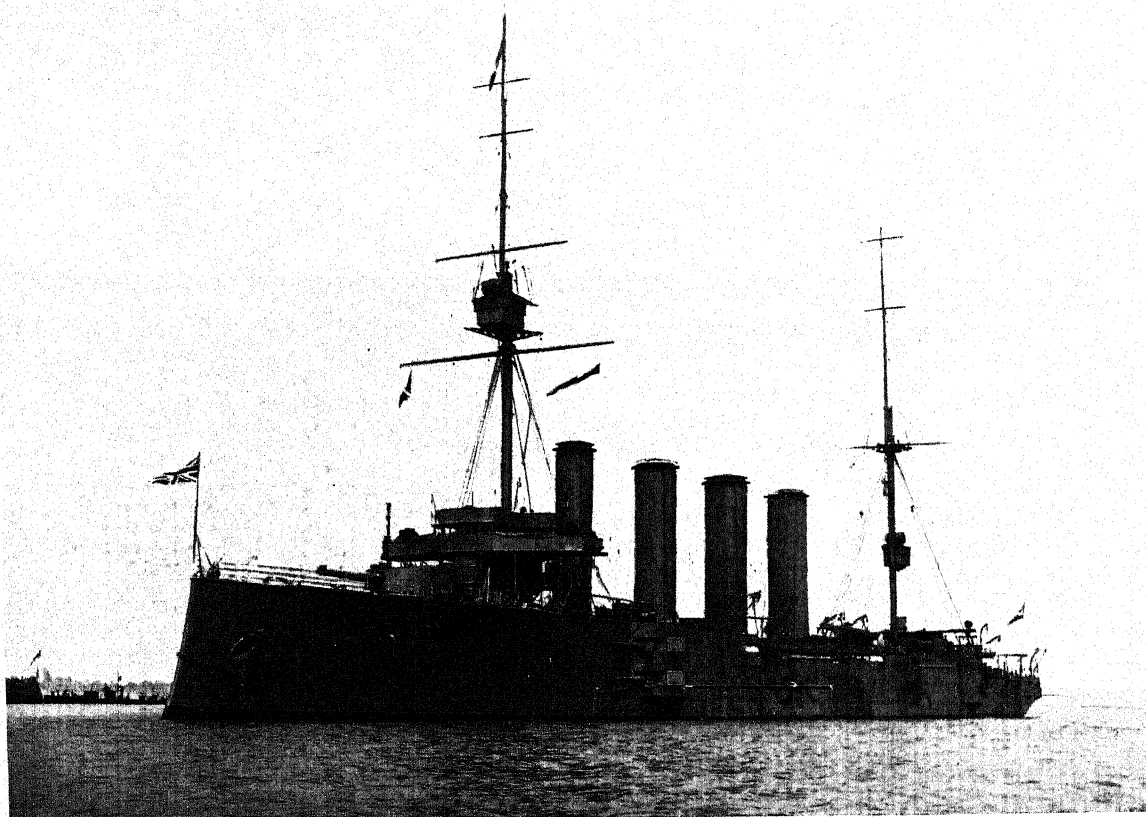
DRAKE

the Franco-Dutch had 2000 men and the British only about 190, the English forces at once advanced to the attack, and the enemy fled, abandoning guns and colours. The effect of the success was that Madura and the neighbouring islands were presently reduced.

In 1811 Lord Cochrane, speaking from his place in the House of Commons, called public attention to the fact that the "Drake" had been six years on the station. The point of this statement will be understood when it is realised that the men were not paid until the end of the commission, so that all that time they had not received a farthing of pay.

After service as a storeship the "Sir Francis Drake" was sold in 1825.

The nineteenth "DRAKE" was a 10-gun brig sloop launched at Ipswich in 1808. She was of 235 tons and carried a crew of 76 men. Her length, beam, and draught were 89 ft., 25 ft., and 9 ft.



THE TWENTY-THIRD "DRAKE."

From the photograph by Ernest Hopkins.

On April 9th, 1810, while commanded by Captain Eyles Mounsher, the "Drake" captured the French 18-gun vessel "Tilsit."

On June 20th, 1822, the "Drake," commanded by Commander Charles Adolphus Baker, was wrecked off Newfoundland and lost with many lives. Commander Baker perished, but his efforts on behalf of his crew were such that the survivors petitioned the Admiralty, praying for a lasting record, and a memorial was placed in the Dockyard Chapel at Portsmouth.

The twentieth "DRAKE" was a small sailing vessel launched at Portsmouth in 1834. She was of 109 tons and carried a crew of 6 men. Her length, beam, and draught were 60 ft., 21 ft., and 5 ft.

In 1854 the "Drake" was fitted out as a mortar vessel for the Russian War, with a screw and 60-horse-power engines.

In March 1855 the "Drake," commanded by Acting-Gunner John Drew, sailed from the

Downs in a fleet of 88 steam vessels of various kinds commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the Baltic to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.

On August 9th the "Drake" was one of a British force of 54 vessels, mostly composed of bombs, which warped into position for the bombardment of Sveaborg, and soon after 7 A.M. began firing. A number of French bomb vessels co-operated in the attack, which lasted until the morning of the 11th. Only one man on the British side lost his life, but a spy stated that the Russians had lost 2000 killed, 23 vessels burned, and that the dockyard, government stores, and powder magazines were blown up and completely destroyed.

This vessel was named "Sheppey" in July 1856, and eventually becoming known as Pembroke Yard Craft No. 1, she disappears in 1867.

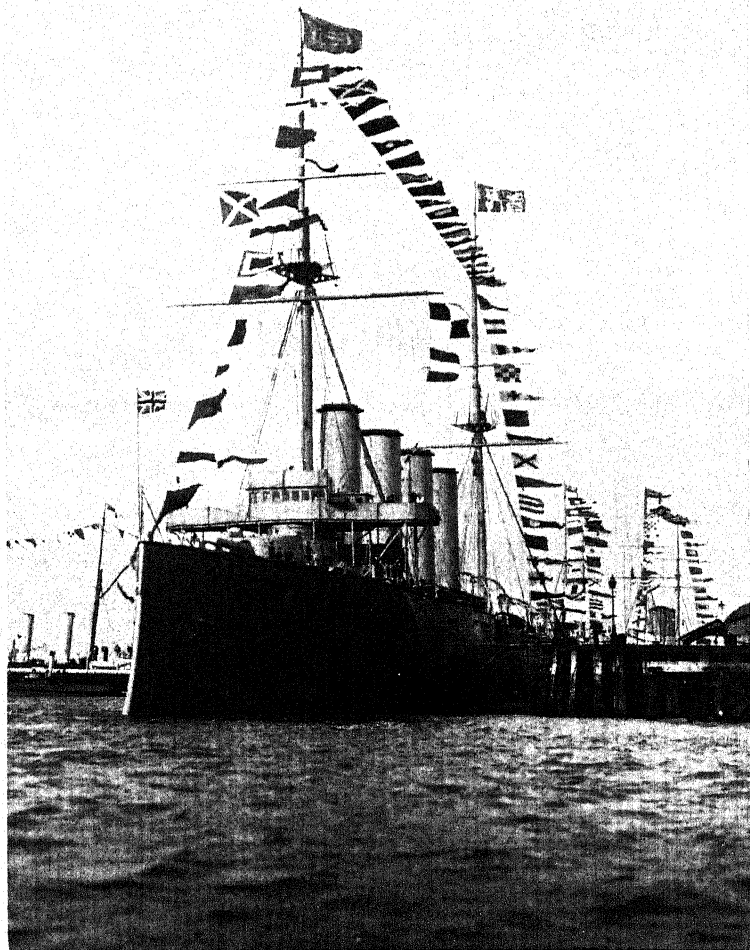
The twenty-first "DRAKE" was a 2-gun screw gunboat, launched at Pembroke in 1856. She was of 238 tons, 40 horsepower, and carried a crew of 36 men. Her length, beam, and draught were 110 ft., 22 ft., and 4 ft.

In 1857 the "Drake," commanded by Lieutenant William Arthur, was one of a Franco-British fleet of 32 ships which on December 28th took part in the bombardment of Canton under Admiral Sir Michael Seymour. British and French troops and a Naval Brigade 1500 strong were landed and co-operated in the attack. On the 29th scaling ladders were sent forward, and an hour after the assault the town was captured and occupied, and 400 guns were destroyed. The Naval Brigade in the whole operations lost 7 killed and 32 wounded.

In August 1860 the "Drake" was one of a fleet of 11 ships and many rocket boats, under Rear-Admiral Lewis Tobias Jones with his flag temporarily in "Dove," which co-operated with the allied British and French troops, 20,000 strong, in the attack and capture of the Taku Forts. The Naval work consisted in bombarding the forts and clearing the boom obstructions in the river. The ships suffered no casualties, but the marines on shore, who behaved with their accustomed brilliancy, lost 1 killed and 29 wounded.

In 1869 the "Drake" was sold for £1156 at Hongkong.

The twenty-second "DRAKE" received that name in November 1870. Originally known as "Hart" and then as Sheerness Yard Craft No. 1, she held



From the photograph by H. J. Symonds.

THE TWENTY-THIRD "DRAKE" FLYING THE STANDARD OF HIS MAJESTY KING EDWARD THE SEVENTH.

THE KING'S SHIPS

DREADNOUGHT

the name of "Drake" only for a few years, and she was broken up at Chatham in 1875.

The twenty-third "DRAKE" is an 18-gun twin-screw cruiser launched at Pembroke in 1901. She is of 14,100 tons, 31,450 horse-power, and 24 knots speed. Her length, beam, and draught are 500 ft., 71 ft., and 26 ft.

On February 27th, 1905, the "Drake," while commanded by Captain Mark Kerr, and flying the flag of Rear-Admiral H.S.H. Prince Louis of Battenberg, who commanded the Second Cruiser Squadron, had the honour of a visit in Portsmouth Dockyard from His Majesty King Edward the Seventh, who spent the night in the ship.

DREADNOUGHT

DREADNOUGHT PRIZE

The Elizabethan War with Spain—		
Singeing the King of Spain's beard	1587	
Operations at Cadiz, off the Tagus, and in the Azores	1587	
The foundation of the East India Company	1587	
The Campaign of the Spanish Armada—		
The battles off Plymouth and Portland	1588	
Succoured the "Triumph"	1588	
The battles off the Isle of Wight and Gravelines	1588	
The chase of the Spaniards up the Eastern English coast	1588	
The Elizabethan War with Spain—		
The capture of Corunna	1589	
The destruction of Vigo	1589	
The attack upon Lisbon	1589	
The capture of Brest	1594	
The capture of Cadiz	1596	
The Earl of Cumberland's ninth expedition	1596	
The capture of Fayal and Villa Franca	1597	
Action with Spanish Plate Fleet off Terceira	1602	
The attack on Cezimbra	1602	
The blockade of the Spanish coast	1602	
Wimbledon's expedition to Cadiz	1625	
The second Dutch War—		
The blockade of the Zuyder Zee	1665	
The battle off Lowestoft	1665	
The Four Days' Fight	1666	
The St. James's Fight	1666	
Early sheathing	1670	
The third Dutch War—		
The battle of Solebay	1672	
The first battle of the Schooneveld	1673	
The second battle of the Schooneveld	1673	
The battle of the Texel	1673	
The War of the English Succession—		
The battles of Cape Barfleur and La Hogue	1692	
The War of the Spanish Succession—		
Assisted to capture French "Falkland Prize"	1704	
Operations in the Baltic	1715-16	
The War of the Quadruple Alliance—		
The battle off Cape Passaro	1718	
The War of Jenkins's Ear, and of the Austrian Succession—		
Assisted to capture French "Médée"	1744	
"Do? Damn 'em, fight 'em"	? 1744	
Engagement with French ships off Ushant	1745	
Engagement with French ships off Martinique	1745	
Capture of French convoy in the West Indies	1747	
The Seven Years' War—		
"I think it would be a great pity to disappoint them"	1757	
Forrest's action off Cape François	1757	
Nelson's memory		
Engagement with French "Palmier"	1758	
The Wars of the French Revolution and Empire—		
The blockade of Brest	1803-5	
Gunnery training	1805	
The battle of Trafalgar	1805	
Captured Spanish "San Juan Nepomuceno"	1805	
Boat attack near Ushant	1810	
Minor service in the Baltic	1811	

DREADNOUGHT.—One of the compound Elizabethan ship names. The choice of so bold a name was due to heroic Queen Elizabeth, who desired to infuse her own fearless spirit into the hearts of her subjects, and to show to Europe at large how little she dreaded the mightiest armaments of her enemies. In familiar life the name has been given to a species of garment made of a thick cloth with a long pile, used to keep off rain.

The first "DREADNOUGHT" was acquired for the Navy during the reign of Queen Elizabeth. She was built at Deptford by Matthew Baker, and was launched on November 10th, 1573. She was of 450 tons, and her length, beam, and draught were 80 ft., 30 ft., and 15 ft., and she had a big dragon figurehead. She carried 130 mariners, 20 gunners, 50 soldiers—total = 200. Her armament of 41 guns included 29 heavy guns (2 cannon, 4 culverins, 11 demi-culverins, 10 sakers, and 2 falcons) and 12 light guns (4 fowlers and 8 fowler chambers). She was loopholed for both musketry and arrow fire.

An excellent description of this ship appears in Mr. Edward Fraser's *Champions of the Fleet*. With the single exception of the "Swiftsure," this ship was for her tonnage, the heaviest gunned vessel in Elizabeth's Navy.

In 1587 the "Dreadnought," commanded by Captain Thomas Fenner, reputed to be a most excellent officer, sailed in a squadron of vessels under the command of Sir Francis Drake, who flew his flag in "Edward Bonaventure." They set out from Plymouth in April to attempt to blow up the Spanish ships while yet in their own ports. On April 19th they sank or captured 100 vessels in the Bay of Cadiz, among which were a galleon of 1200 tons, and a merchantman of 1000 tons, mounting 40 brass guns. The squadron then ravaged the coast as far westward as Cape St. Vincent, destroyed fishermen and their nets, any soldiers they came across, and all militray works. A hundred ships were taken off the Tagus. Off St. Michael in the Azores the Spanish carrack "San Felipe" with a rich cargo from the East Indies, was captured. This particular capture is interesting, because it was by the accounts found in the "San Felipe's" cabin that the enormous profits made in trade with India were first disclosed. The English merchants who inspected the papers returned home, and at once started operations which led to the founding of the East India Company. The strategic importance of this expedition cannot be over-rated. Spain was a growing sea power with obvious designs on England, and Drake attacked their forces and did them considerable harm before they were ready to mobilise.

This expedition was popularly described as having "singd the King of Spain's beard."

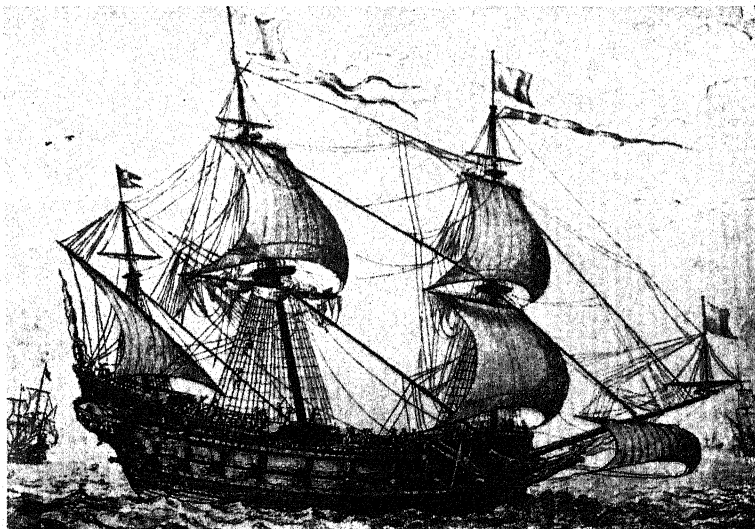
In 1588 the "Dreadnought," under the command of Captain George Beeston, took part in the campaign against the Spanish Armada. She carried ten less soldiers than her original complement as stated above, and reduced her armament by nine small pieces. Mr. Harvey was boatswain of the ship during the war.

The "Dreadnought" took part in the first battle of the Armada campaign fought off Plymouth. In the second battle, which was fought off Portland, the "Dreadnought" was one of eight ships which succoured the "Triumph" when she was in difficulties. The "Dreadnought" performed the task very well, being assisted by a merchant vessel called the "Galleon of Leicester."

The "Dreadnought" played a mighty part in the third battle of the campaign, which took place off the Isle of Wight, and on the following day her captain was called upon with several other gentlemen to board the "Ark Royal," where Lord Howard of Effingham, the Lord High Admiral, conferred upon them the honour of Knighthood.

On July 29th, off Gravelines, the "Dreadnought" with other ships continued a hot assault on the Spanish fleet, and Sir George Beeston behaved himself valiantly. After the Armada was routed, the "Dreadnought" continued to chase the Spaniards up the east coast, until the Lord High Admiral gave up the pursuit owing to a shortage of victuals and other reasons.

In 1589 the "Dreadnought," commanded by Captain Thomas Fenner, took part in the expedition commanded by Sir Francis Drake (flag in "Revenge") and Sir John Norreys. The ships captured Corunna, but the men got drunk with wine from Spanish cellars. The Spaniards burned their own ships in the harbour, after having overloaded their guns, so that they either burst or did damage to the invaders. On the way home the fleet drove off 20 Spanish galleys and attacked and burned Vigo. They also made an unsuccessful attack on Lisbon, in which Captain Thomas Fenner was mortally wounded.



By permission from Edward Fraser's "Champions of the Fleet." (Macmillan & Co.)

THE FIRST "DREADNOUGHT."

THE KING'S SHIPS

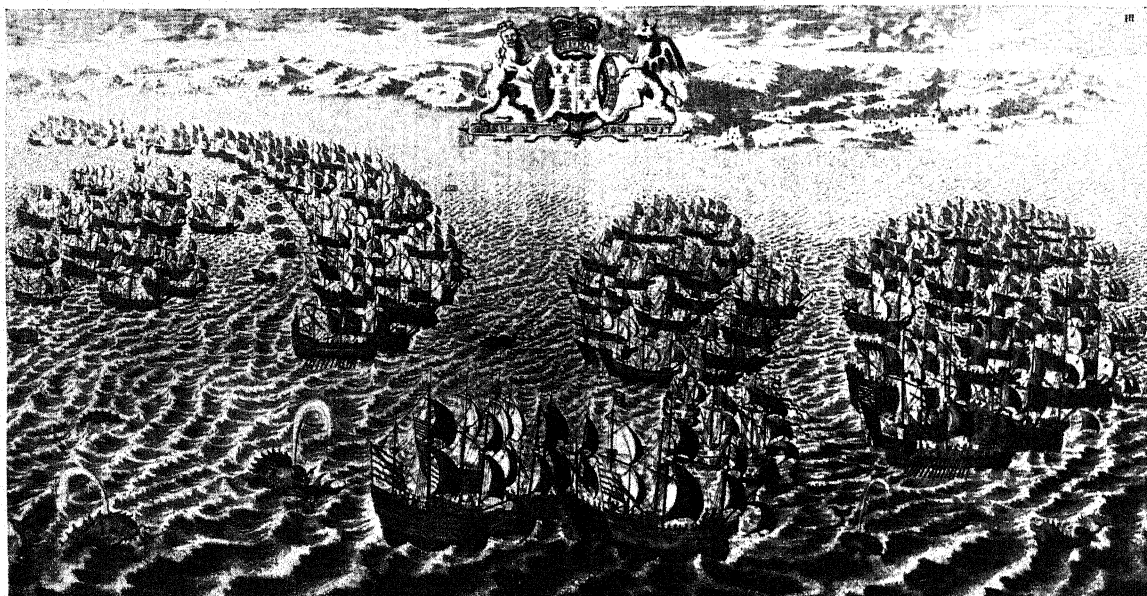
DREADNOUGHT

In 1592 the "Dreadnought" was rebuilt.

In 1594 the "Dreadnought," commanded by Captain Alexander Clifford, took part in the attack and capture of Brest. In this fight Sir Martin Frobisher, who commanded, received a ball in the side and died.

In 1596 the "Dreadnought," commanded by Captain Alexander Clifford, proceeded to sea in a fleet of 150 sail, 17 of which were men-of-war, commanded by the Lord High Admiral with his flag in "Ark Royal." Without much difficulty Cadiz was captured, and the "Dreadnought" behaved so well that Captain Alexander Clifford was Knighted for his services. A Dutch squadron co-operated with the English on this occasion.

In 1596 the Earl of Cumberland, that great Elizabethan maritime adventurer, sent his ninth privateering expedition to sea. He fitted out the "Scourge of Malice," chartered some small craft, and borrowed the "Dreadnought" from Queen Elizabeth. With these ships the Earl sailed, but his flagship, the "Scourge of Malice," was disabled in a storm, and the expedition returned.



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

THE SPANISH ARMADA OFF PLYMOUTH.

In 1597 the "Dreadnought," under the command of Captain Sir William Brooke, took part in the expedition to the Azores, known as the "voyage to the islands." The Earl of Essex commanded with his flag in "Mere Honour." Lord Thomas Howard was Vice-Admiral with his flag in "Repulse." The fleet co-operated with the Dutch, and finally left Plymouth on August 17th, whither they had been driven back by stress of weather after their first departure. They captured Fayal in the Azores, took three prizes, and captured Villa Franca. The fleet then returned to England, being dispersed by a storm on the passage.

In 1602 the "Dreadnought," commanded by Captain Mainwaring, formed one of a squadron of 9 ships acting against Spain under Sir Richard Leveson with his flag in "Repulse." The squadron met the Plate Fleet soon after it had left Terceira and engaged it, but having only 5 ships assembled while the enemy had 38, they could effect nothing, and were fortunate in being able to escape capture. The "Repulse" being leaky was sent home. Sir Richard Leveson shifted his flag to the "Warspite," but as her master proved incompetent he transferred it to the "Dreadnought." The Admirals held a council of war on board the "Dreadnought," and she forthwith engaged in an attack on the town and carracks at Cezimbra. The carrack "São Valentius" surrendered to the fleet, and her cargo was found to be worth a million ducats. After this the fleet returned to England.

On August 31st, 1602, the "Dreadnought," commanded by Captain Cawfield, left Plymouth in a squadron of 9 vessels under Sir William Monson (flag in "Swiftsure"). The ships watched

Corunna, Ferrol, and the Spanish coasts, with a view to the safety of Ireland. In the course of a chase the "Dreadnought" was led into Cezimbra and exchanged shots with the fort, which saved the pursued Spaniard. The "Dreadnought" arrived back in England, her crew very sickly, about November. This was the last Naval expedition of Elizabeth's reign, for the Queen died on March 24th, 1603.

In 1613 the first "Dreadnought" was rebuilt, and during the reign of James I. she was classed as a third-rate. She was of 450 tons and mounted 32 guns, her length, beam, and draught being 84 ft., 31 ft., and 13 ft. In 1618 the commission which reported on the condition of the Navy stated: "For repairing the 'Dreadnought' and three other ships £23,500 has been paid,



From a contemporary line engraving.

THE CAPTURE OF CADIZ, 1596.

British Museum.

for which eight new ships might have been built, as the accounts of the East India Company do show. Yet all this while the king's ships decayed." In 1622 a renegade, giving the name of Walsyngham, was sent to the Tower for conspiring to seize the "Dreadnought" with a view to returning to a life of piracy. In 1625 the "Dreadnought" was one of a fleet of 89 ships, which, under the supreme command of Viscount Wimbledon with his flag in "Ann Royal," proceeded to Cadiz. Owing to Wimbledon's incompetence nothing was done except land troops at Cadiz, where the men drank themselves into a state of madness. When it was discovered that the ships had left most of their ammunition behind, the fleet returned to England.

In 1645 the first "Dreadnought" was broken up.

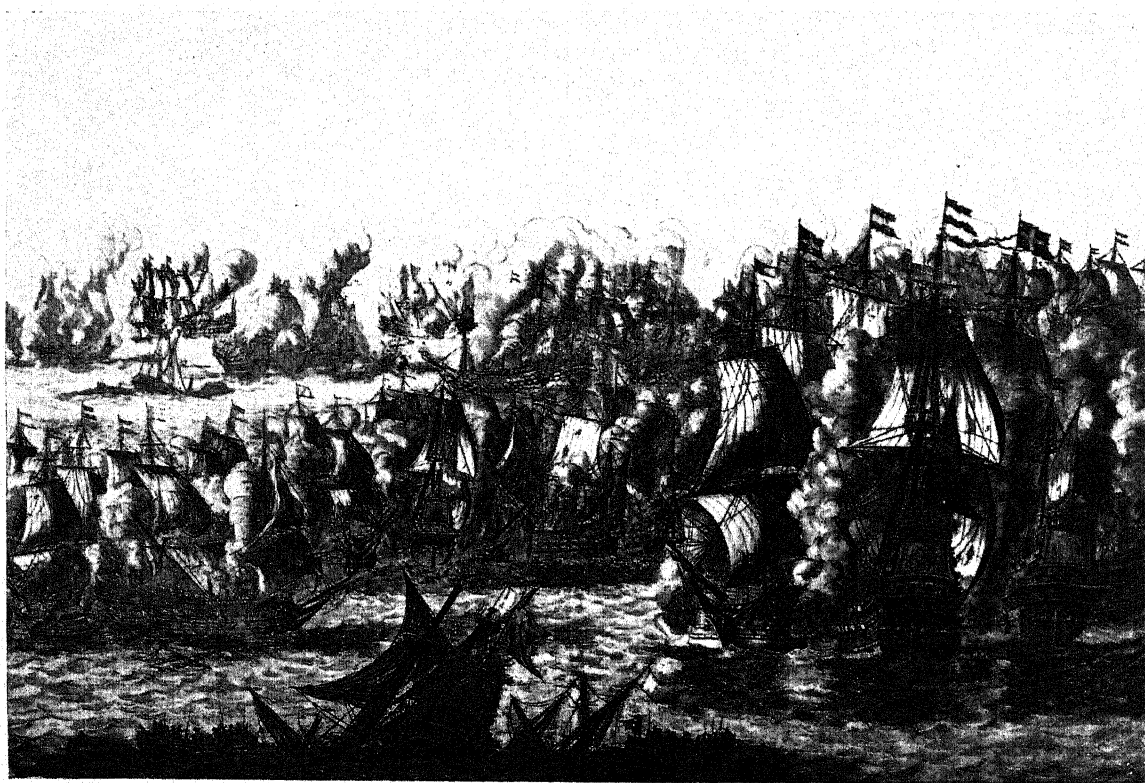
The second "DREADNOUGHT" was originally a Cromwellian frigate which had been built in 1653 at Blackwall as the "Torrington." In 1660 the "Torrington" was renamed "Dreadnought." She was of 738 tons, and mounted 52 guns. Her length, beam, and draught were 116 ft., 37 ft., and 17 ft.

THE KING'S SHIPS

DREADNOUGHT

In 1665 the second "Dreadnought" was one of a big fleet under the command of the Duke of York, Lord High Admiral. The fleet consisted of 109 men-of-war and frigates, armed merchantmen, 28 fireships, and ketches. The ships mounted in all 4192 guns, and had 21,000 sailors, marines, and soldiers.

The fleet sailed on April 21st for the Texel, and after they blockaded the Zuyder Zee and captured a number of merchantmen, returned to the Thames. The Dutch forthwith mobilised 103 men-of-war, 7 yachts, 11 fireships, and 12 galliots, mounting in all 4869 guns, with 21,556 officers and men. The two fleets met, and the action began at 3 A.M. on June 3rd. The Dutch flagship hotly engaged the English flagship, the "Royal Charles," and was on the point of compelling her to strike her flag when the Dutch flagship blew up, and only 5 men out of 409 were saved. After a fierce fight the Dutch were in full flight at 7 P.M. Fourteen Dutch ships



From a contemporary Dutch print. Published by Marcus Doornick.

British Museum.

THE BATTLE OF SOLEBAY.

were brought into port as prizes, 4 were abandoned as unseaworthy after capture, and 14 were destroyed. The Dutch lost 4000 men killed and 2000 taken prisoners. The English lost one ship taken, 250 men killed, including 2 flag-officers, and 340 wounded. Two hundred English were taken prisoners by the Dutch. After the Dutch were brought to confusion the Duke of York failed to chase them. His wife had told his servants to do all they could to prevent him doing too much, and his conduct was much criticised. The Lord of Obdam, the Dutch Commander-in-Chief, perished with his ship.

In 1666 the "Dreadnought," under the command of Captain Sir Edward Spragge, took part in the operations against the Dutch which culminated in the Four Days' Fight between Dunkirk and the Downs.

The English fleet consisted of 80 ships, carrying 4460 guns, manned by 21,085 officers and men, and commanded by George Monck, Duke of Albemarle. The Dutch fleet consisted of 85 ships, carrying 4615 guns, manned by 21,909 officers and men, and commanded by Admiral de Ruijter. The Dutch gave the English a good beating. The Dutch lost 6 or 7 vessels sunk or burnt, and 2000 men killed and wounded. The English lost much more heavily—5000 lives, and 20 ships. Two flag-officers were killed also, viz., Vice-Admiral Sir Christopher Myngs,

who flew his flag in "Victory," and Vice-Admiral Sir William Berkeley, aged about 27, who flew his flag in "Swiftsure."

In 1666 the "Dreadnought" was one of the English Grand Fleet which was assembled off the mouth of the Thames by July 22nd. The command was vested in the Duke of Albemarle, "Admiral and General-at-Sea."

This fleet consisted of 81 ships of the line and frigates, 18 fireships, and 4460 guns, while the Dutch prepared to meet it with a fleet of 88 ships of the line and frigates, 20 fireships, 10 yachts, and 4704 guns. The Dutch were commanded by Admiral M. A. de Ruijter.

On July 25th the fleets met, fought all day, and in a desultory way through the night, and on the 26th the enemy were in full flight, and soon got safe behind their own shoals, the English anchoring off the Dutch coast. The Dutch lost 20 ships, 4000 men killed and 3000 wounded ;



Painted by R. Paton.

THE BATTLE OFF PASSARO.

The Painted Hall, Greenwich.

4 flag-officers were killed, and numerous captains. The English lost 1 ship, 2 or 3 fireships, and about 300 men. No flag-officers fell, and only 5 captains. This victory gave the complete command of the sea to the English, who at once proceeded up the Dutch coast, capturing about 300 merchantmen. Such in brief was the St. James's Fight, fought on St. James's Day, or as some call it, the second battle of the North Foreland.

In 1670 the novel practice of sheathing the bottom of ships with lead to better their speed and to preserve their bottoms was instituted. By command of Charles II. the "Phoenix" was so treated, and when she was favourably reported on the process was applied to the "Dreadnought" and some others. But as several shipwrights and Naval officers were opposed to the innovation, it was soon discontinued.

In 1672 the "Dreadnought" took part in the Anglo-French fight against the Dutch known as the battle of Solebay. The Anglo-French fleet counted 98 ships of the line and frigates, 30 fireships, 6018 guns, and 34,496 officers and men. The Dutch fleet had 75 ships of the line and frigates, 36 fireships, 4484 guns, and 20,738 officers and men. H.R.H. the Duke of York, Lord High Admiral, commanded the allies, and Admiral M. A. de Ruijter was the Dutch Commander-in-Chief. On May 21st the Dutch fleet were sighted in the Channel, and soon afterwards the allies anchored off Solebay on the Suffolk coast, which was a lee shore.

The Dutch attacked and the English and French weighed. Owing to some misunderstanding the English stood out to the northward and the French to the south. The Dutch engaged the English and sent a small squadron to attack the French. During the battle which followed the English Commander-in-Chief had two flagships disabled under him. The battle of Solebay, though in reality a drawn fight, was claimed as a victory by both sides. The losses were very heavy—those on the English side being 2500 killed and wounded. The marines in the fleet behaved themselves stoutly, and 4 out of 12 marine captains were killed.

In 1673 the Anglo-French fleets again combined to fight the Dutch. The "Dreadnought" was in the English fleet. The English and French fleets combined made up 81 ships of the line, 10 frigates, 42 fireships, despatch-vessels and other craft. The Dutch fleet had 52 ships of the line, 12 frigates, 25 fireships and small craft, and was under the command of Admiral M. A. de Ruijter. Prince Rupert was the English Commander-in-Chief. On May 25th the Dutch were sighted at anchor in the Schooneveld. They were brought to action on May 28th, the Dutch driving back the advanced ships and opening fire at noon. A fireship was sent alongside the Dutch flagship, and the Dutch Admiral was compelled to shift his flag. A bloody action followed, but it was indecisive. No ships were captured on either side, but the French had two ships sunk, besides 5 or 6 fireships. In both fleets the loss of life was heavy. The Dutch fleet returned to its anchorage, and the English fleet waited outside.

On June 3rd the Dutch ships came out and the second battle of the Schooneveld was fought. By 5 P.M. all the squadrons were hotly engaged and the action lasted till nightfall, when the Dutch withdrew, although the allies had had somewhat the worst of the encounter. Neither side lost any ship, though each side had about 200 killed and 300 wounded.

The English fleet returned to England, refitted, and refreshed. It put to sea again on July 17th and threatened the Dutch coast. On August 11th the fleets again met, and the action continued very hotly all day off the Texel. In the evening the Dutch withdrew, having disabled the allies sufficiently to free their ports from blockade. Neither side lost any ship of importance, though a few fireships were expended. But the number of officers and men killed was considerable, and the result was not creditable to the allies.

In 1688 the "Dreadnought" is shown to have been serving in the English Channel and to have mounted 62 guns, so that some small pieces had probably been added to her armament.

In October 1690 the "Dreadnought," under the command of Captain Robert Willmot, sailed in company with other ships, with the object of capturing the "Jean Bart," a noted French corsair. Worn out with thirty-six years' service the "Dreadnought" foundered off the South Foreland on October 16th during a stormy night. Fortunately the boats of the squadron were able to rescue the officers and men.

The third "DREADNOUGHT" was completed for sea as a 60-gun ship at Blackwall in 1692. She was of 852 tons and carried a crew of 450 men. Her length, beam, and draught were 142 ft., 36 ft., and 17 ft.

In 1692 the "Dreadnought," commanded by Captain Thomas Coall, was in the Blue or Rear Squadron of the combined Anglo-Dutch fleet which again met the French off Cape Barfleur.

The Anglo-Dutch fleet had 99 ships of the line, 38 frigates and fireships, and 6756 guns, and was commanded by Admiral of the Fleet Edward Russell with his flag in "Britannia."

The French had 44 ships of the line, 13 frigates and fireships, and 3240 guns, and was commanded by Admiral Tourville, who had defeated the Anglo-Dutch fleet off Beachy Head in 1690. The fleets met off Cape Barfleur on May 19th. The action began at 10 A.M. and was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd 12 of their men-of-war were burned in the Bay of La Hogue. They made a most gallant defence, but were completely defeated at the end of the six days' operations. Some twenty of their ships escaped by running through the dangerous Race of Alderney, and four even went all the way round Scotland in order to reach a French port in safety.

In August 1704, while under the command of Captain John Evans, the "Dreadnought," in company with the "Falkland" and "Fowey," was returning to England from Virginia. During the passage they fell in with and captured a French 54-gun ship after a brisk action. The "Falkland" having taken a leading part in the affair, the ship was added to the Navy as the "Falkland Prize."

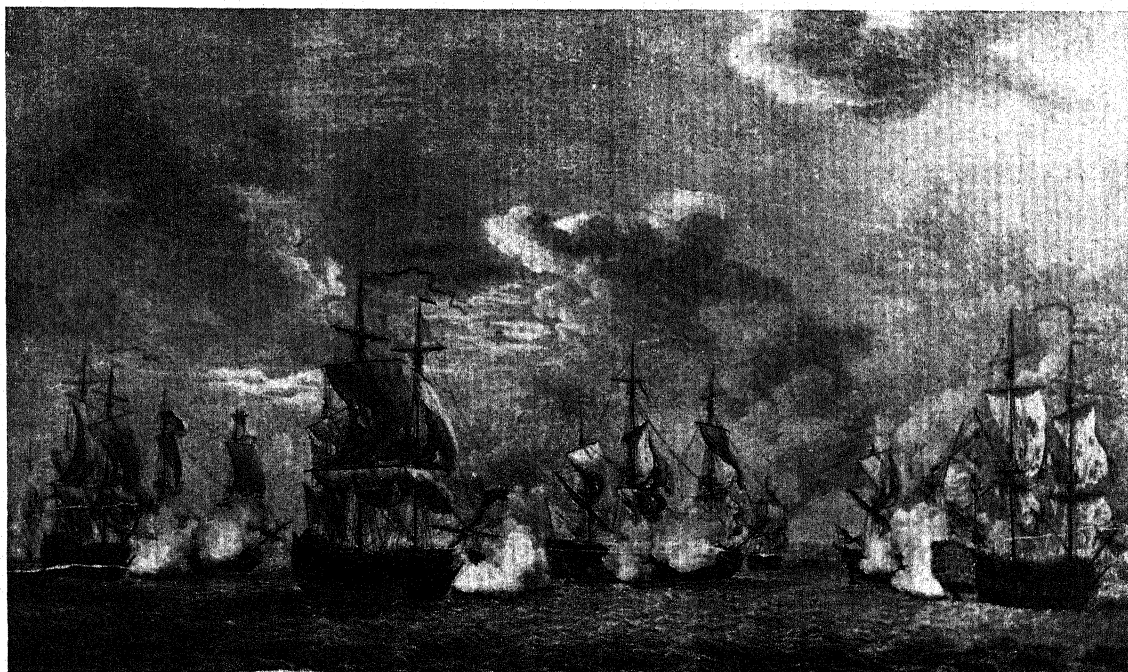
In 1705 the "Dreadnought" was rebuilt at Blackwall.

In July 1715 the "Dreadnought" was one of a fleet of 18 ships under Admiral Sir John

Norris which arrived in the Baltic, and allied itself to a Dutch fleet. The allies then joined the Danes, who at that time were engaged in fighting the Swedes, but they did not themselves take part in any fighting.

In June 1716 the "Dreadnought" was one of a fleet of 19 ships which arrived in the Baltic under Admiral Sir John Norris, where they joined their Russian, Dutch, and Danish allies. Many difficulties arose, and neither the British nor Danish Admiral would take orders from the other one. The Tsar Peter I. therefore assumed command, but nothing of moment occurred.

In 1718 the third "Dreadnought," commanded by Captain William Haddock, was in a fleet consisting of 22 ships of the line and frigates, and 8 small craft. They were commanded by Admiral Sir George Byng with his flag in "Barfleur," and they met and defeated the Spaniards off Cape Passaro on August 11th. The Spanish fleet consisted of 29 ships of the line and frigates, and 16 small craft, and was commanded by Vice-Admiral Don Antonio



After R. Paton. Engraved by P. C. Canot.

T. H. Parker, Brothers.

THE FOURTH "DREADNOUGHT" IN FORREST'S ACTION OFF CAPE FRANÇOIS.

Castaneta with his flag in "Real San Felipe." The enemy were sighted by Admiral Byng off Messina on August 10th, and four big ships were sent in chase. On the 11th the small Spanish vessels stood towards the shore, and eight vessels were despatched in chase. The main body of the Spaniards straggled away in great confusion. The English pursued and came up and engaged them one by one. The Spaniards had opened fire with their stern chasers at 11 A.M., but by nightfall they were completely defeated. Thirteen Spanish ships were captured, and seven were burned; the remainder managed to escape.

In 1722 the "Dreadnought" was rebuilt at Portsmouth, and in 1748 she was broken up.

The fourth "DREADNOUGHT" was a 60-gun ship, launched at Deptford in 1742. She was of 1093 tons and carried a crew of 400 men. Her length, beam, and draught were 144 ft., 42 ft., and 15 ft.

In 1744, while under the command of Captain the Hon. Edward Boscawen, the "Dreadnought" was cruising off the coast of Portugal in a fleet commanded by Vice-Admiral Sir Charles Hardy. On April 27th while in company with the "Grampus" she captured the French 26-gun ship "Médée." Captain Boscawen's Naval nickname dates from this time. The seamen transferred the name of the ship to the man, and he went through life known as "Old Dreadnought."

Boscawen is said to have been a man of obstinate temper and great courage. It is related that while serving in the "Dreadnought" the officer of the watch once called him in the middle of the night, "There are two large ships, sir, which look like Frenchmen, bearing down upon us. What are we to do?" "Do?" replied Boscawen, running up on deck in his nightshirt, "do? Damn 'em, fight 'em!" The fight did not come off, however, as the two ships disappeared.

On January 6th, 1745, the "Dreadnought," commanded by Captain Thorpe Fowke, was cruising off Ushant with three other ships, under the orders of Captain Savage Mostyn in the "Hampton Court." They sighted and gave chase to three French ships to the north-east. The enemy were chased for twenty-four hours, but were not engaged in full. The "Dreadnought" sailed very badly and never managed to get within gunshot, but the "Captain" managed to capture the "Mars," a French privateer. Later in this same year the "Dreadnought" was off Martinique in a squadron commanded by Vice-Admiral Isaac Townsend with his flag in "Lenox."

On October 31st they met the French West India trade convoyed by the "Magnanime" and several other French men-of-war. The English squadron at once attacked. Several of the merchantmen were captured or driven on shore, but the men-of-war managed to escape by taking refuge under the French batteries of Martinique.



After Sir Joshua Reynolds. From "Naval Heroes." Engraved by W. Kiddley.

E. Boscawen

In October 1747 the "Dreadnought" was still on the West Indian station in a squadron commanded by Captain George Pocock. News was received from Admiral Hawke that a large French convoy was approaching. Captain Pocock acted with great promptness, collected his scattered ships, and managed to capture thirty of the merchantmen. To this number the "Dreadnought" contributed six.

In 1757 the "Dreadnought," under the command of Captain Maurice Suckling, was on the Leeward Islands station. The French were assembling a convoy at Cape François. The "Dreadnought," in company with the "Edinburgh" and the "Augusta," under Captain Arthur Forrest of the "Augusta," was sent to cruise to try and intercept them. On October 21st the French came out,

and were found to consist of seven ships under the command of Commodore de Kersaint. Then followed the shortest council of war on record. Captain Forrest summoned his brother captains on board. "Shall we engage?" he said as they stepped on to the quarter-deck. "I think it would be a pity to disappoint them," said Captain Suckling. "So do I," replied Captain Langdon. "Very well, return to your ships," said Captain Forrest. The French had seven vessels to three British. The English at once attacked. The "Dreadnought" took the van, the "Augusta" the centre, and the "Edinburgh" the rear. The action lasted two hours and a half, when the French Commodore ordered one of his frigates to come and tow him out of line. Others of the squadron soon followed his example, and eventually the French made off. The British ships were much damaged aloft, and lost 23 killed and 89 wounded. The French lost over 500 killed and wounded. The "Dreadnought" lost 9 killed and 30 wounded. Few pluckier or more creditable actions have ever been fought. It is interesting to observe that Captain Suckling was a maternal uncle of Lord Nelson, and one of Nelson's earliest patrons. On the same day forty-eight years later was fought the battle of Trafalgar. Nelson before going into action recalled the fact that the day was the anniversary of his uncle's gallant behaviour, and regarded it as of good omen.

In 1758 the "Dreadnought," commanded by Captain Maurice Suckling, in company with the "Assistance," engaged the French 74-gun ship "Palmier" on September 2nd. Unfortunately a calm prevented the "Assistance" from seconding the "Dreadnought." In the engagement that followed, the "Palmier" succeeded in disabling the "Dreadnought," and then made sail and escaped.

In 1784, after having acted as a harbour service vessel at Portsmouth, this "Dreadnought" was sold for £350.

DREADNOUGHT

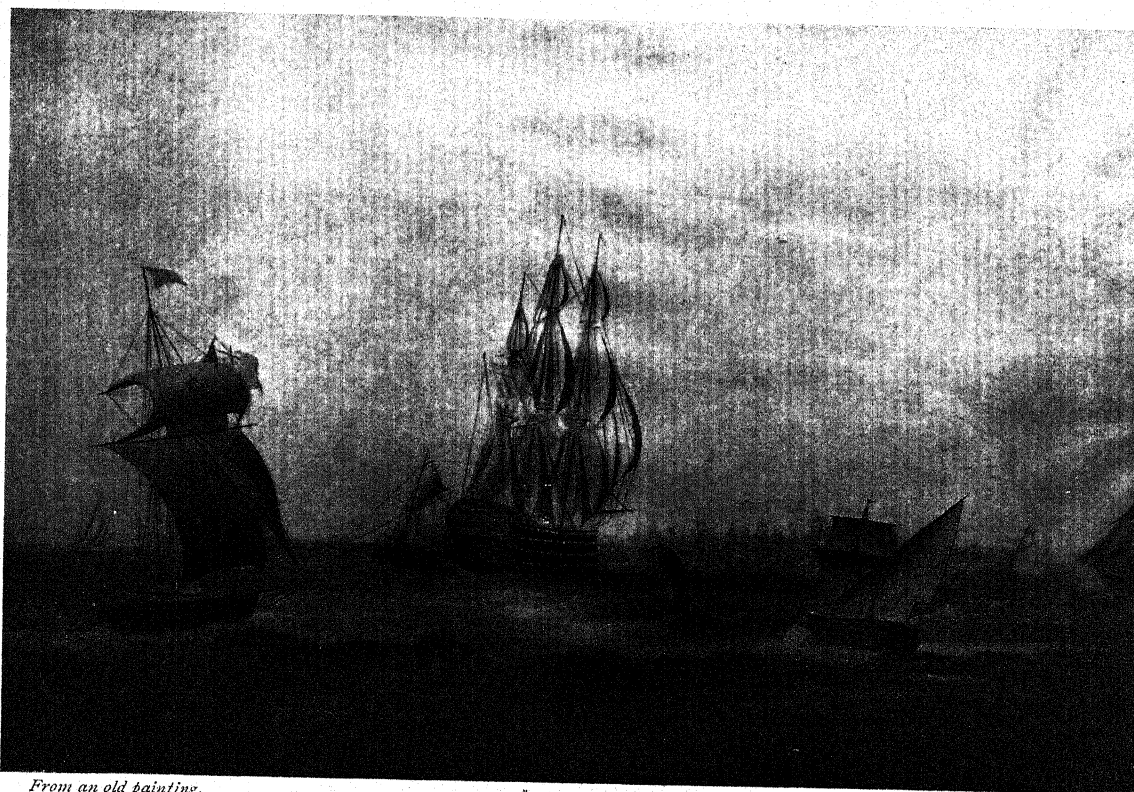
THE KING'S SHIPS

The fifth "DREADNOUGHT" was known as the Dreadnought Prize. She was a small vessel of 109 tons, and in 1748 she was sold for £212.

It does not appear to be possible to discover her origin, but it is evident she was a small foreign prize.

The sixth "DREADNOUGHT" was a 98-gun ship of 2111 tons. She had a crew of 750 men, and her length, beam, and draught were 185 ft., 51 ft., and 18 ft.

She was launched at Portsmouth on June 13th, 1801, having been thirteen years on the stocks. But she was coppered and completed for sea in six hours.



From an old painting.

THE SIXTH "DREADNOUGHT" OFF CADIZ.

Royal United Service Institution.

On May 17th, 1803, the "Dreadnought" sailed from Cawsand Bay, flying the flag of Admiral the Hon. William Cornwallis, at the head of a fleet of 10 sail of the line and some frigates. She then took part in the blockade of Brest, and in the autumn of 1804 Vice-Admiral Collingwood shifted his flag into her.

From 1804 to 1805 the "Dreadnought" flew the flag of Vice-Admiral Cuthbert Collingwood and was engaged in the blockade of the French ports. Ten days before the battle of Trafalgar Vice-Admiral Collingwood shifted his flag to the "Royal Sovereign," and was much annoyed at having to do so, because he had trained the "Dreadnought" to so high a degree of gunnery skill that they could fire three broadsides in three minutes and a half.

Just previous to the battle of Trafalgar the "Dreadnought" took part in the blockade of Cadiz.

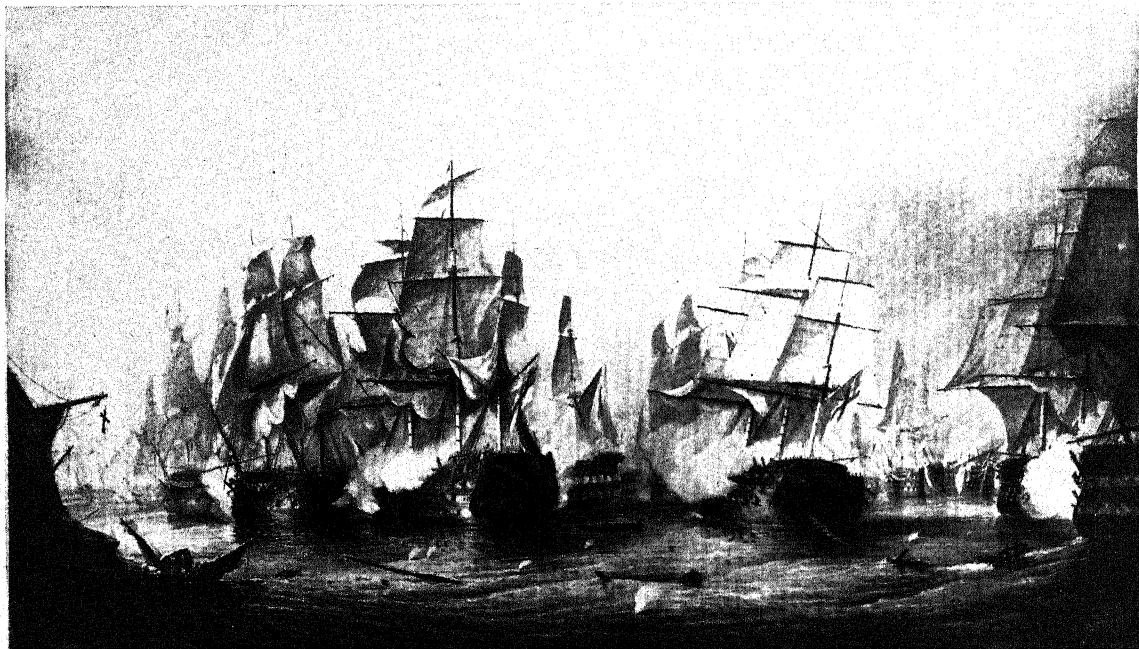
On October 21st, 1805, the "Dreadnought," commanded by Captain John Conn, took part in the battle of Trafalgar. The English fleet consisted of 27 ships, 4 frigates, and 2 small craft under Vice-Admiral Lord Nelson with his flag in "Victory." The Franco-Spanish fleet consisted of 33 ships, 5 frigates, and 2 small craft under Vice-Admiral Villeneuve and Admiral

THE KING'S SHIPS

DREADNOUGHT

Don Frederico Gravina. At daybreak the enemy were discovered 11 miles to leeward. The British fleet stood down to attack in two lines, and the French opened fire on the leader of the lee line at noon. At 12.10 Vice-Admiral Collingwood broke the enemy's line, and at 1 P.M. Lord Nelson did the same. As soon as the light wind permitted the remaining British ships came up and engaged, and by 1.30 the battle was at its height. The "Dreadnought" was the eighth ship of the lee line and engaged the "San Juan Nepomuceno" at 2 P.M., running on board the Spaniard and capturing her in quarter of an hour. The "Dreadnought," without waiting, passed on to engage the "Principe de Asturias," and although she killed Admiral Gravina, the Spanish Commander-in-Chief, his flagship managed to escape.

At 1.25 P.M. Lord Nelson was mortally wounded while walking the "Victory's" quarter-deck with his flag-captain, and by 3 P.M. the firing had diminished. At 4.40 P.M. Lord Nelson, having learned of the completeness of the victory, quietly and without a struggle ceased to



Painted by Admiral Sir Edward Inglefield.

THE ATTACK AT TRAFALGAR.

Rear-Admiral Edward F. Inglefield.

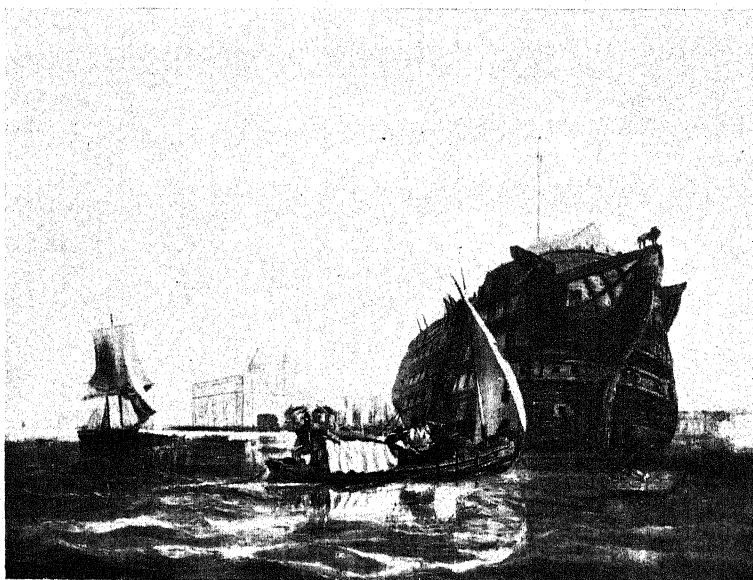
breathe. By 5 P.M. the fight was over, the fleet being 8 miles N.W. by W. of Trafalgar. The British lost 449 killed, which included Vice-Admiral Lord Nelson, two captains, and 34 officers; and 1241 wounded, which included 106 officers. The "Dreadnought" lost 7 killed and 26 wounded. The British ships suffered severely in the hulls, and many were wholly or partially dismasted. The Franco-Spaniards lost 18 ships captured, of which 1 blew up. It appears that the enemy lost about 7000 killed and wounded, which included 2 admirals and 7 captains killed. The remainder of the allied fleet managed to escape, and six months afterwards Vice-Admiral Villeneuve, the French Commander-in-Chief, died at Rennes—it is said by his own hand—and was buried without military honours. Of the 17 prizes 2 sank, 6 were wrecked and lost in a storm. After the battle 2 were burned and 1 was destroyed. The eldest surviving brother of Lord Nelson was created an Earl with £5000 a year settled on the title in perpetuity, and he was given £99,000 to buy an estate. An annuity of £2000 was assigned to Lady Nelson, and the sum of £15,000 was given to each of Nelson's two sisters. Vice-Admiral Cuthbert Collingwood was created a Peer and given £2000 a year, and Flag-Captain Thomas Masterman Hardy was made a Baronet. A large number of lieutenants were promoted, and the fleet received the thanks of both Houses of Parliament.

On September 9th, 1810, the "Dreadnought," commanded by Captain Valentine Collard, and flying the flag of Rear-Admiral Thomas Sotheby, sent seven boats under Lieutenant

Thomas Pettman to attack a French vessel lying behind the west side of Ushant. They had successfully carried the vessel, when about 600 troops posted on a precipice overlooking the boats poured in a succession of musketry volleys to which no reply could be made. In consequence the British had to retire, with a loss of 2 boats, and 6 men killed, 31 wounded, and 6 missing.

In 1811 the "Dreadnought" was in the Baltic upon some minor service in a fleet commanded by Admiral Sir James Saumarez with his flag in "Victory."

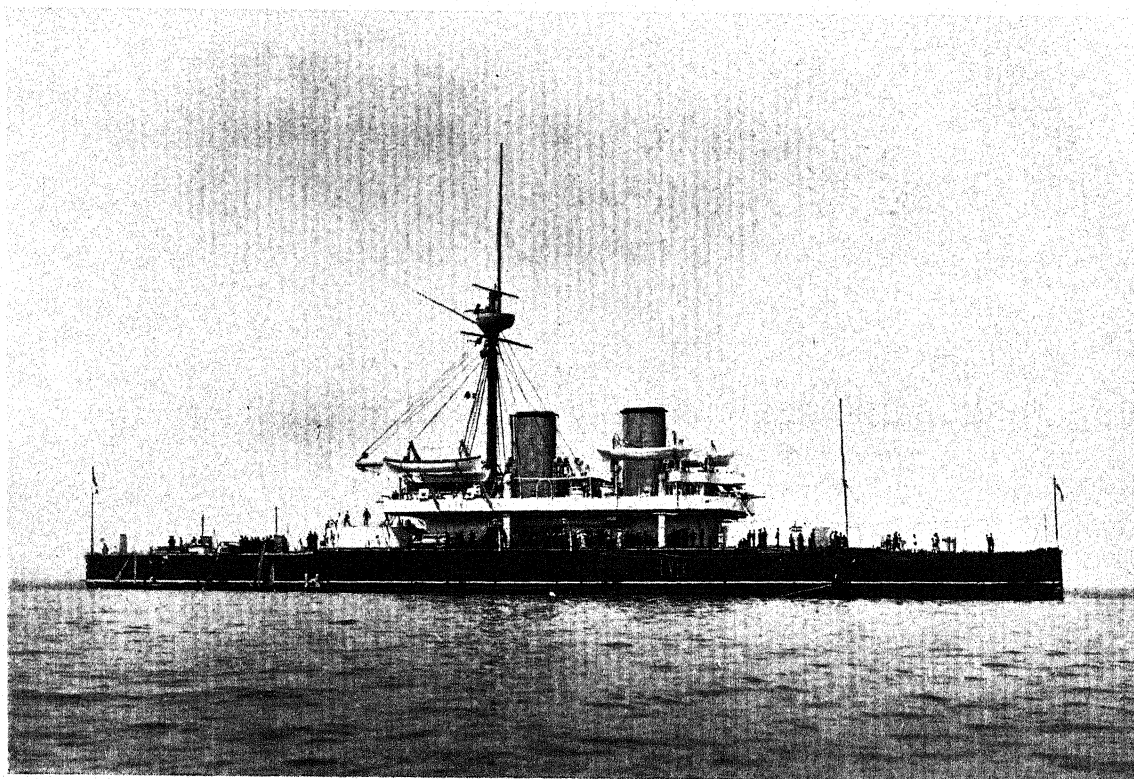
In 1830 the "Dreadnought" was moored off Greenwich and became the Seamen's Hospital. Charles Dickens referred to her as the "wooden whopper of the Thames." Her bell is in the Dockyard Museum at Chatham. In 1857 she was taken away and broken up, and the "Dreadnought" Seamen's Hospital, after using another three-decker, was transferred to the shore in 1870.



*After W. C. Smith.
Engraved by R. W. Price.*

Commander Sir C. L. Cust, Bart., R.N., etc.

THE CLOSING DAYS OF THE SIXTH "DREADNOUGHT."



THE EIGHTH "DREADNOUGHT."

From the photograph by Ernest Hopkins.

THE KING'S SHIPS

DREADNOUGHT

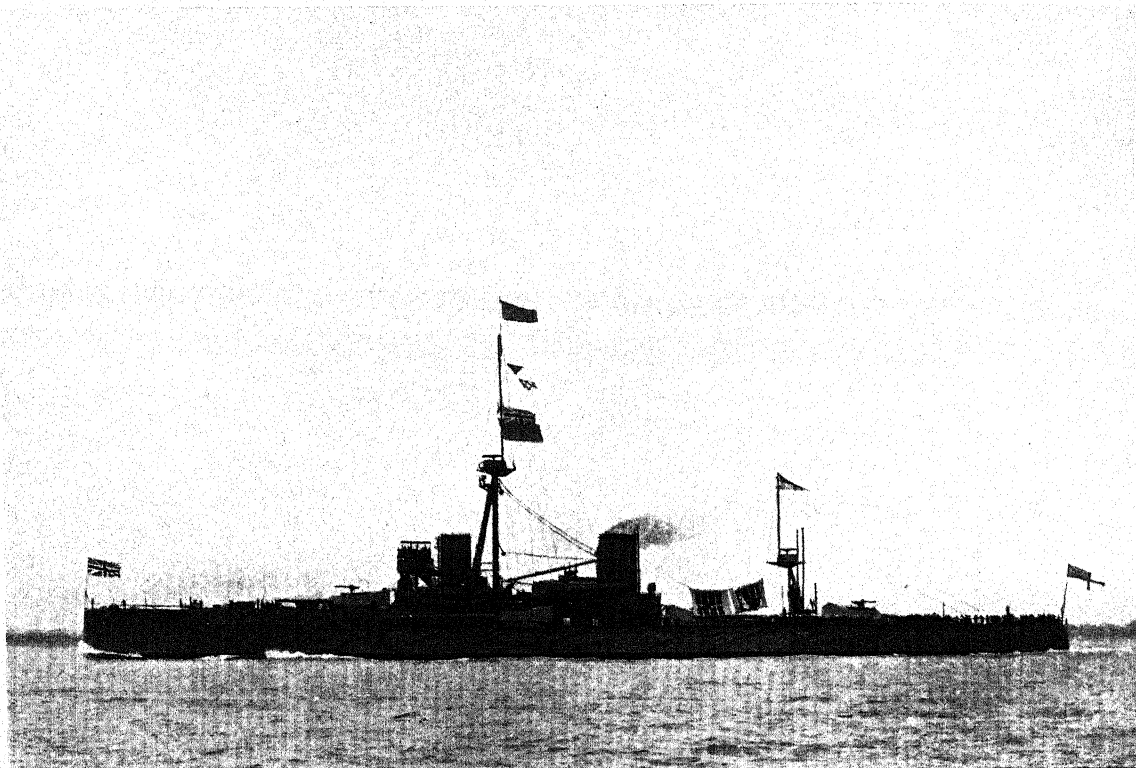
The seventh "DREADNOUGHT" was a 120-gun ship of 2602 tons, which had been launched at Plymouth in 1808 as the "Caledonia."

In 1857 she was renamed "Dreadnought," and for some time was lent for the "Dreadnought" Seamen's Hospital at Greenwich.

In 1875 this "Dreadnought" was broken up.

The eighth "DREADNOUGHT" was a 4-gun twin-screw turret ship launched at Pembroke in 1875. She was of 10,820 tons, 8200 horse-power, and 14.5 knots speed. Her length, beam, and draught were 320 ft., 64 ft., and 27 ft.

This vessel's original name was "Fury," but it was changed to "Dreadnought" before completion. From June 8th, 1886, to April 20th, 1888, H.R.H. Prince George of Wales, now



From the photograph by W. U. Kirk & Sons.

THE NINTH "DREADNOUGHT" FLYING THE STANDARD OF HIS MAJESTY KING EDWARD THE SEVENTH.

His Most Gracious Majesty King George the Fifth, served in this ship as a lieutenant, with the exception of two short periods—August 1st, 1886, to September 16th, 1886, when he was lent to the "Thunderer," and May 20th, 1887, to July 1st, 1887, when he served in the "Alexandra."

In 1908 the "Dreadnought" was sold at Portsmouth.

The ninth "DREADNOUGHT" is a 10-gun turbine battleship launched at Portsmouth in 1906. She is of 17,900 tons, 27,500 horse-power, and 22 knots speed. Her length, beam, and draught are 490 ft., 82 ft., and 26 ft.

This vessel represented an important departure from the contemporary battleship design, and as she was the first vessel of the twentieth century to embody the all-big-gun principle, as well as to be fitted with turbine machinery, much attention was concentrated upon her trials and subsequent behaviour.

On August 5th, 1907, His Majesty, the late King Edward the Seventh, accompanied by Her Majesty Queen Alexandra, Their Royal Highnesses the Prince of Wales (now His Majesty King

George the Fifth), Princess Victoria, Prince Edward of Wales (now H.R.H. the Prince of Wales), and H.R.H. the Duke of Connaught visited H.M.S. "Dreadnought" at Spithead. Their Majesties were received by the Board of Admiralty, Vice-Admiral Sir Francis Bridgeman, commanding the Home Fleet, and Captain R. H. Bacon, who commanded the ship. The Standard having been broken, Their Majesties inspected the battleship, and proceeding for a short cruise, witnessed some firing by the 12-in. guns, and also a series of exercises performed by the Submarine Flotilla.

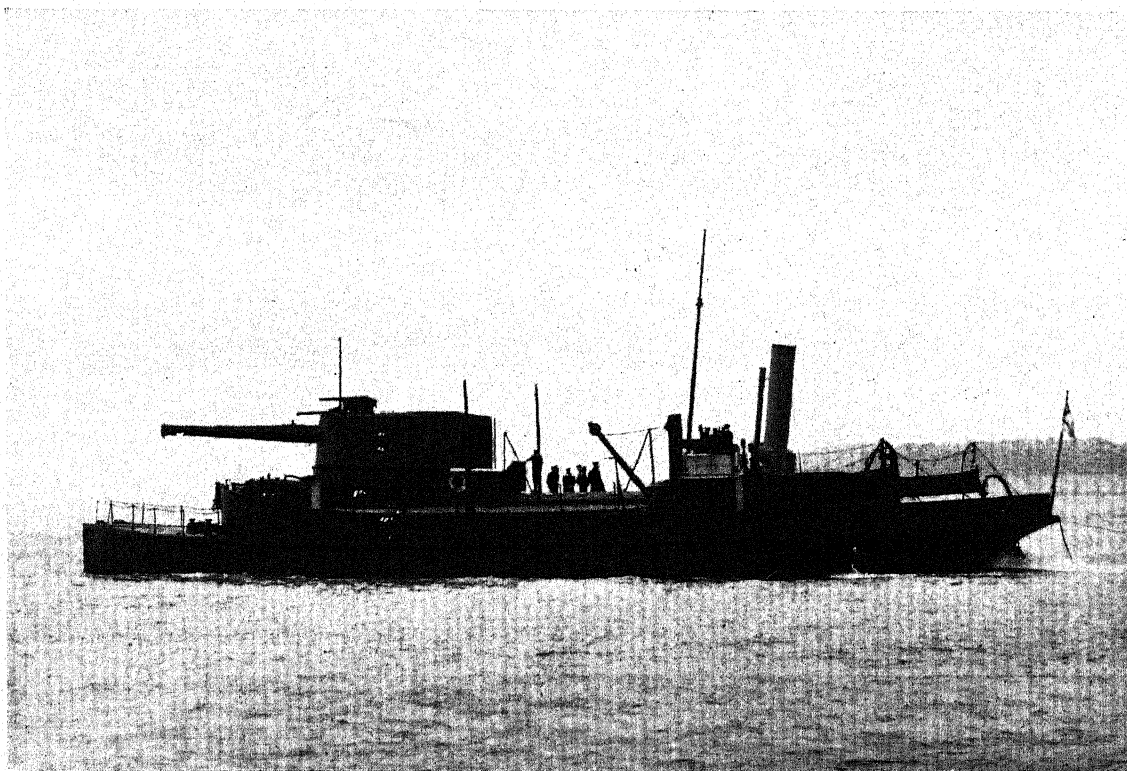
Soon after his accession to the Throne, His Majesty King George the Fifth honoured the Home Fleet with a visit at Torbay. On July 27th and 28th, 1910, the "Dreadnought," commanded by Captain H. W. Richmond, flying the flag of Admiral Sir William H. May, the Commander-in-Chief, proceeded to sea for various exercises with the fleet, and His Majesty the King was graciously pleased to go to sea and fly his Royal Standard in the "Dreadnought" on both these occasions.

DRUDGE

DRUDGE.—To labour toilsomely at some mean work ; to slave. One who toils at servile work ; a slave ; a menial.

The "DRUDGE" is a 1-gun screw gunboat, launched at Newcastle in 1887. She is of 890 tons, 336 horse-power, and 8 knots speed. Her length, beam, and draught are 130 ft., 35 ft., and 6 ft.

For many years this ship has been attached to Whale Island, the Naval Gunnery School at Portsmouth, as a vessel for experimental gun trials.



THE "DRUDGE."

From the photograph by Ernest Hopkins.

DRYAD

The Wars of the French Revolution and Empire—

Captured French "Abeille"	1796
Captured French "Proserpine"	1796
The Walcheren Expedition	1809
Destroyed French brig at Isle Dieu	1812
Assisted to capture French "Clorinde"	1814

The Abyssinian War—

The action at Arrogie Pass	1868
--------------------------------------	------

The bombardment and capture of Magdala . . . 1868

The suppression of slave trading in the East Indies	1868-9
An insane admiral	1883

The Egyptian War—

The battle of El Teb and the relief of Sinkat	1884
The battle of Tamai	1884

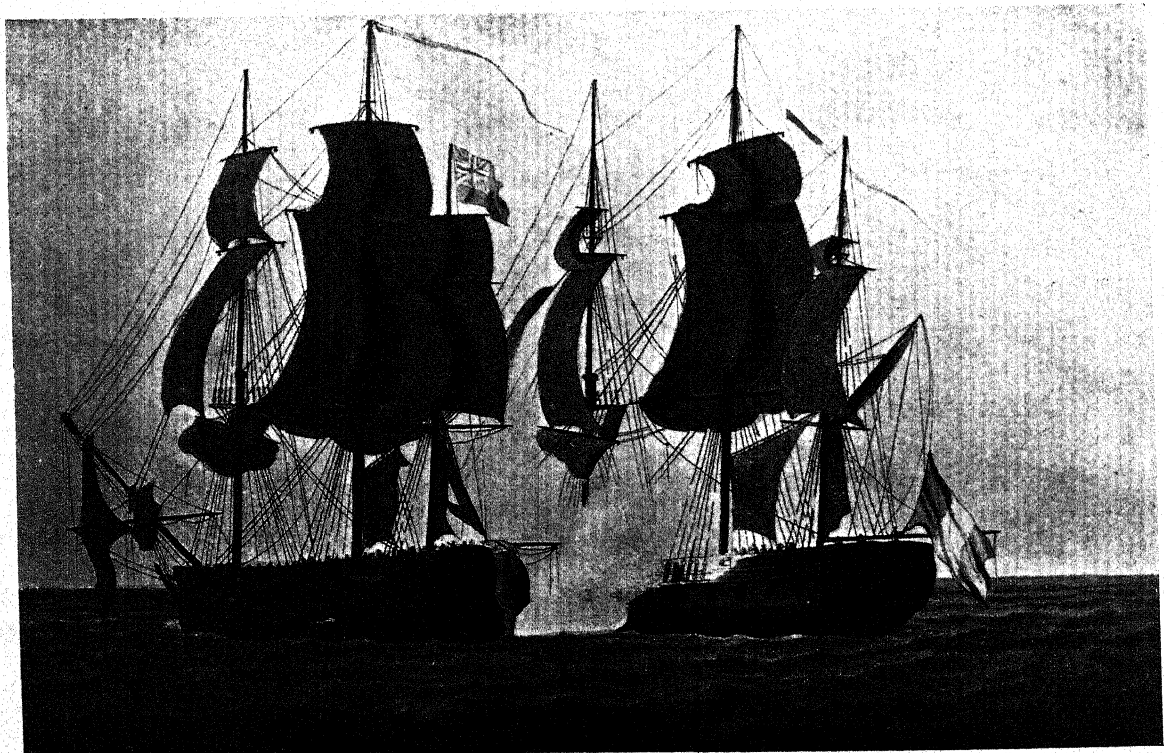


DRYAD.—The Dryads were nymphs who presided over the woods. Oblations of milk, oil, and honey were offered to them, and sometimes the votaries offered a goat. In Greek mythology, each particular tree or wood was the habitation of its own special Dryad, just as each river was the abode of its own local god. From being so closely connected with trees, the Dryads were thought of as having been, like the trees, produced from the earth.

The first "DRYAD" was a 36-gun frigate of 924 tons, launched on the Thames in 1795. She carried a crew of 270 men, and her length, beam, and draught were 142 ft., 38 ft., and 11 ft.

On May 2nd, 1796, the "Dryad," commanded by Commander John King Pulling (acting), captured the French 14-gun corvette "Abeille."

On June 13th, 1796, near Cape Clear, the "Dryad," commanded by Captain Lord Amelius



After T. Whitcombe. Engraved by J. Jeakes. *

A. Ackermann.

THE FIRST "DRYAD" CAPTURES THE "PROSERPINE."

Beauclerk, engaged the French 40-gun frigate "Proserpine." The "Dryad" had a crew of 254 men and threw a broadside of 407 pounds. The "Proserpine" had a crew of 346 men and threw a broadside of 366 pounds. For an hour the engagement was a running one. Then the "Dryad" came up and at the end of three-quarters of an hour close action, the French ship struck with 30 killed and 45 wounded. The "Dryad" lost 2 killed and 7 wounded.

On July 28th, 1809, the "Dryad," commanded by Captain Edward Galwey, sailed from the Downs in a fleet of 246 men-of-war of various kinds, commanded by Rear-Admiral Sir Richard Strachan with his flag in "Venerable." Four hundred transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde and at Antwerp, to demolish the dockyards at Antwerp, Flushing, and Ter Neuze, and to render the Schelde no longer navigable for big ships. This affair partook of a military rather than a Naval character. The fleet assisted with its guns, and by landing a Naval Brigade; in the capture of the Island of Walcheren, and in the bombardment, siege, and capture of Flushing. But the Earl of Chatham was fonder of his own personal comfort than of work, and after the Island of Walcheren with its batteries, basins, and arsenals had been reduced, the British forces withdrew.

On December 23rd, 1812, the "Dryad," commanded by Captain Edward Galwey, drove a French 22-gun brig ashore near the Isle Dieu.

After an engagement in 1814 between the British 38-gun frigate "Eurotas" and the French 40-gun frigate "Clorinde," in which both vessels were severely injured, the "Dryad," commanded by Captain Edward Galwey, appeared on the scene. The "Dryad" fired one shot, whereupon the "Clorinde" surrendered, having, it was ascertained, lost 20 killed and 40 wounded in the desperate encounter with the "Eurotas."

The "Dryad" became a receiving ship at Portsmouth, and was broken up in 1859, her timbers being largely appropriated for the building of the "Danae" screw sloop.

The second "DRYAD" was a screw sloop laid down in 1860.

Before the work had proceeded very far the Admiralty ordered it to cease.

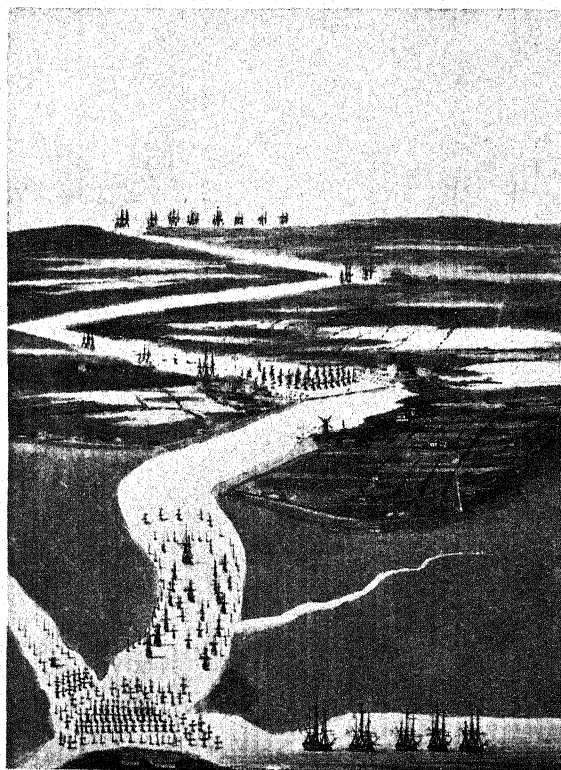
The third "DRYAD" was a 9-gun screw sloop, launched at Devonport in 1866. She was of 1620 tons, 1570 horse-power, and 11.8 knots speed. Her length, beam, and draught were 187 ft., 36 ft., and 17 ft.

In 1868 the "Dryad," commanded by Commander Thomas Butler Fellowes, took part in the Abyssinian war.

A large Naval Brigade composed of men from several ships was landed at Zoulla on January 25th, and placed under the command of Commander Fellowes. The Brigade marched inland, and on joining Lieutenant-General Sir Robert Napier, the Commander-in-Chief at Santara on March 30th, it was drilled and fired rockets under His Excellency's inspection.

On April 10th it rendered valuable service during the action in the Arrogie Pass, where it led the attack up the King's Road.

On April 13th it took part in the assault and capture of Magdala, throwing rockets into the town. The Brigade behaved admirably and marched very well indeed, earning the warm



After Captain Cockburn, R.N.
Etched by J. Clark.

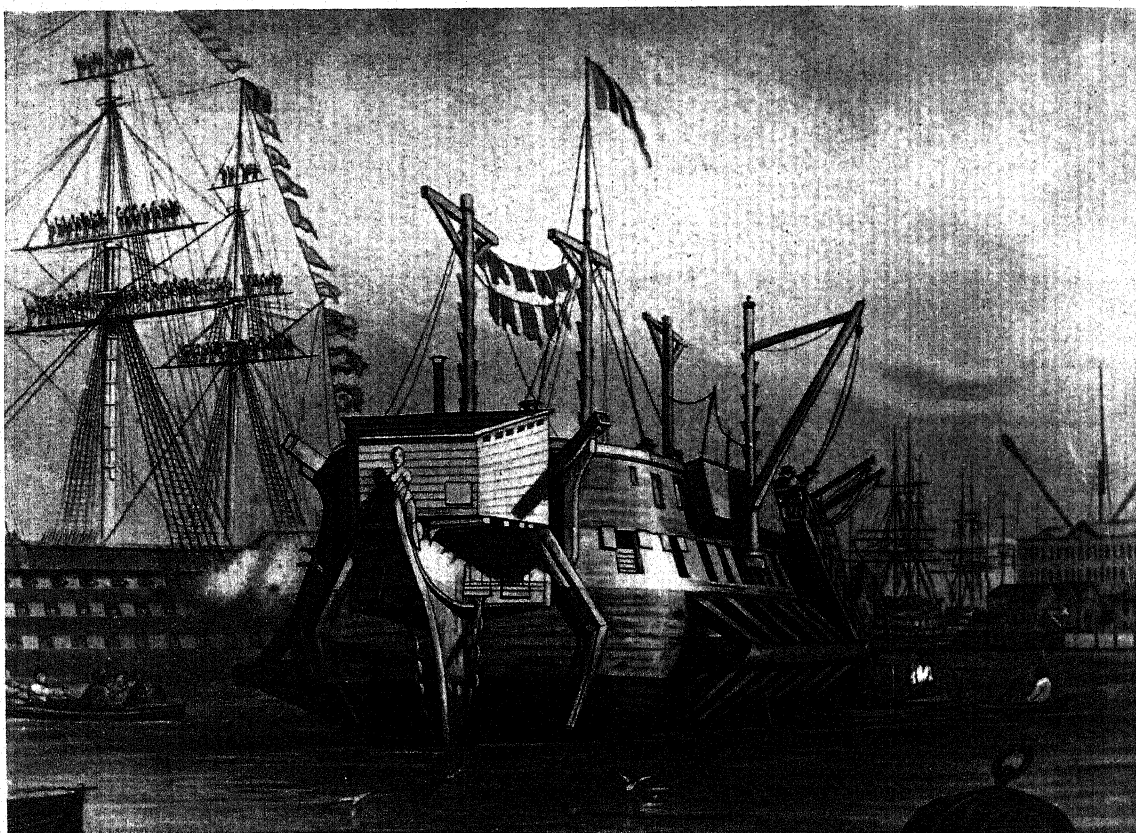
T. H. Parker, Brothers.

THE WALCHEREN EXPEDITION.

praise of the Commander-in-Chief. There were no casualties, and Commander Fellowes of the "Dryad" was promoted to Post-Captain for his services.

In 1868 and 1869 the "Dryad," commanded by Commander Philip Howard Colomb, did good service against slavers on the East Indian station.

In 1883 the "Dryad," commanded by Commander Charles Johnstone, went through a peculiar experience at Tamatave in Madagascar. The French Rear-Admiral Pierre arrived at Tamatave and made certain demands on behalf of the French Government, threatening bombardment if they were refused. As the British Consul was on the point of death, Commander Johnstone had taken the Consulate papers on board the "Dryad" and had assumed the office of Acting British Consul, landing a guard of marines to protect the Consular building,



After T. S. Robins. Engraved by J. Harris.

THE CLOSING DAYS OF THE FIRST "DRYAD."

T. H. Parker, Brothers.

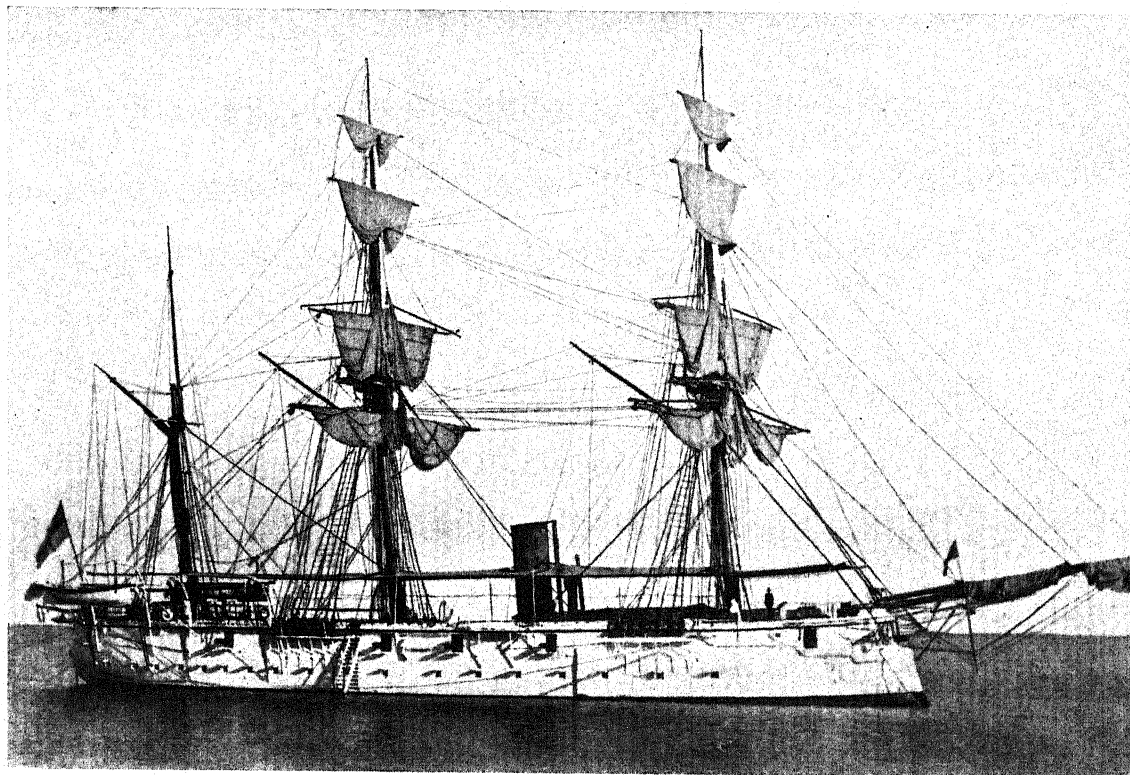
and placing boats at the disposal of British residents. The native Hovas refused to comply with the ultimatum, whereupon the French flagship bombarded the town, and set fire to it. The British Marine Guard stayed the conflagration. A state of siege was kept up, but Commander Johnstone, in face of a greatly superior force, managed to prevent interference with the mails, and saved much valuable property. The "Dryad" added to the glory of the flag by resolutely clearing for action and showing her readiness to fight if British interests were affected. It was discovered soon afterwards that Rear-Admiral Pierre was insane, and had acted without authority. Commander Johnstone was promoted to Post-Captain for his services.

In 1884 the "Dryad," commanded by Commander Edward Grey Hulton, took part in the Egyptian war.

In February 1884 the "Dryad" contributed to a Naval Brigade which accompanied the army under General Sir Gerald Graham from Trinkitat in its march inland. The Brigade took part in the battle of El Teb, distinguishing itself greatly. The village of El Teb was captured and the Arabs fled, after having suffered a loss of 1500 killed. It was at this battle that Captain A. K. Wilson of the "Hecla" earned the Victoria Cross for his conspicuous bravery in fighting with his fists, and saving one corner of the square from being broken.

THE KING'S SHIPS

After the battle of El Teb, the General Commanding issued a general order in



THE THIRD "DRYAD."

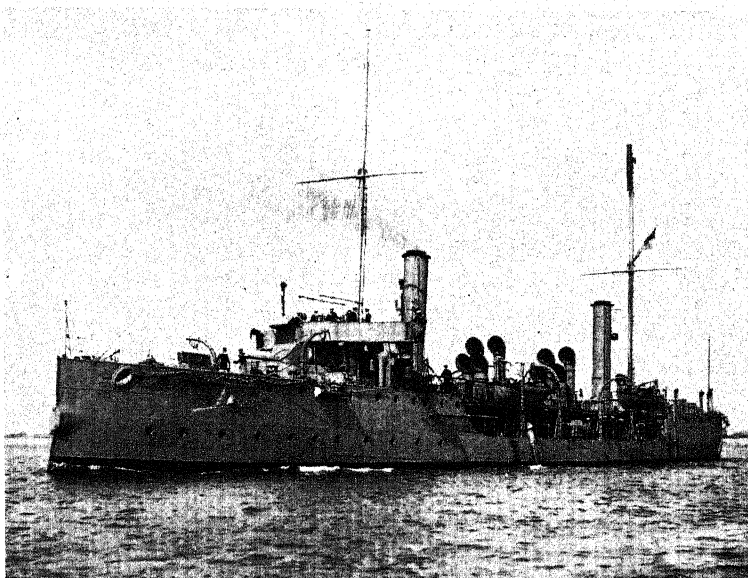
Vice-Admiral Charles Johnstone.

which he especially thanked the severe work of dragging the guns over difficult country, and for their ready gallantry and steadiness under fire.

On March 11th the Naval Brigade advanced from Suakin with the troops for the dispersal of the Arabs who were beleaguering Sinkat.

On March 12th the troops took part in the battle of Tamai. The Naval Brigade charged the Arabs, got cut off and surrounded, suffered many casualties, and lost their guns. Order was at length restored, and the Naval Brigade advancing again, had the satisfaction of regaining all their guns. By this time the Arabs had had enough of fighting, and retired after suffering a loss of 2000 killed.

The total British loss was 109 killed and 104 wounded, to which the Naval Brigade contributed 3 officers and 7 men killed, and 1 officer and 6 seamen wounded. Among



From the photograph by Ernest Hopkins.
THE FOURTH "DRYAD."

THE KING'S SHIPS

DUBLIN

the killed was Lieutenant Houston Stewart of the "Dryad," who died while defending the guns.

In 1885 the "Dryad" was sold.

The fourth "DRYAD" is a 2-gun twin-screw gunboat, launched at Chatham in 1893. She is of 1070 tons, 3500 horse-power, and 18.5 knots speed. Her length, beam, and draught are 250 ft., 30 ft., and 10 ft.

For some years this vessel acted as tender to the Navigation School at Portsmouth.

DUBLIN

The Seven Years' War—

The expedition to Rochefort	1757
The Louisburg Expedition	1758
The capture of Quebec	1759
The capture of Martinique	1762

The capture of Havana 1762

The War of American Independence—

Darby's relief of Gibraltar	1781
Howe's relief of Gibraltar	1782



DUBLIN.—A maritime county in the province of Leinster, Ireland, containing the metropolis of that country, after which city the earlier "Dublins" may have been named. The capital city of Ireland stands on the River Liffey, where it falls into Dublin Bay. The city covers an area of 1300 acres, and some parts of it are built on land reclaimed from the sea, and the ground is generally flat. It is surrounded by a "Circular Road" of nearly 9 miles in length. There are several large docks for the accommodation of ships. The chief manufacture of Dublin is porter, of which about half a million hogsheads are annually exported. Next in order is whisky, and then poplin, which is very celebrated.

The existing university, with a single college, Trinity, was founded in 1591. Queen Elizabeth provided the Charter, the corporation of Dublin bestowed the ground and ruins of a suppressed monastery, and the Irish gentry supplied the funds necessary for the erection of the buildings.

The Phoenix Park is a magnificent area of nearly 2000 acres, which affords space for military reviews, and is used by all classes for recreation. The city as a whole, with its splendid park, massive public buildings, wide streets, and beautiful environs, is one of the handsomest capitals in Europe.

The first "DUBLIN" was a 10-gun yacht, launched at Deptford in 1709. She was of 148 tons, and her length, beam, and draught were 73 ft., 22 ft., and 8 ft.

In 1752 this vessel was broken up at Deptford.

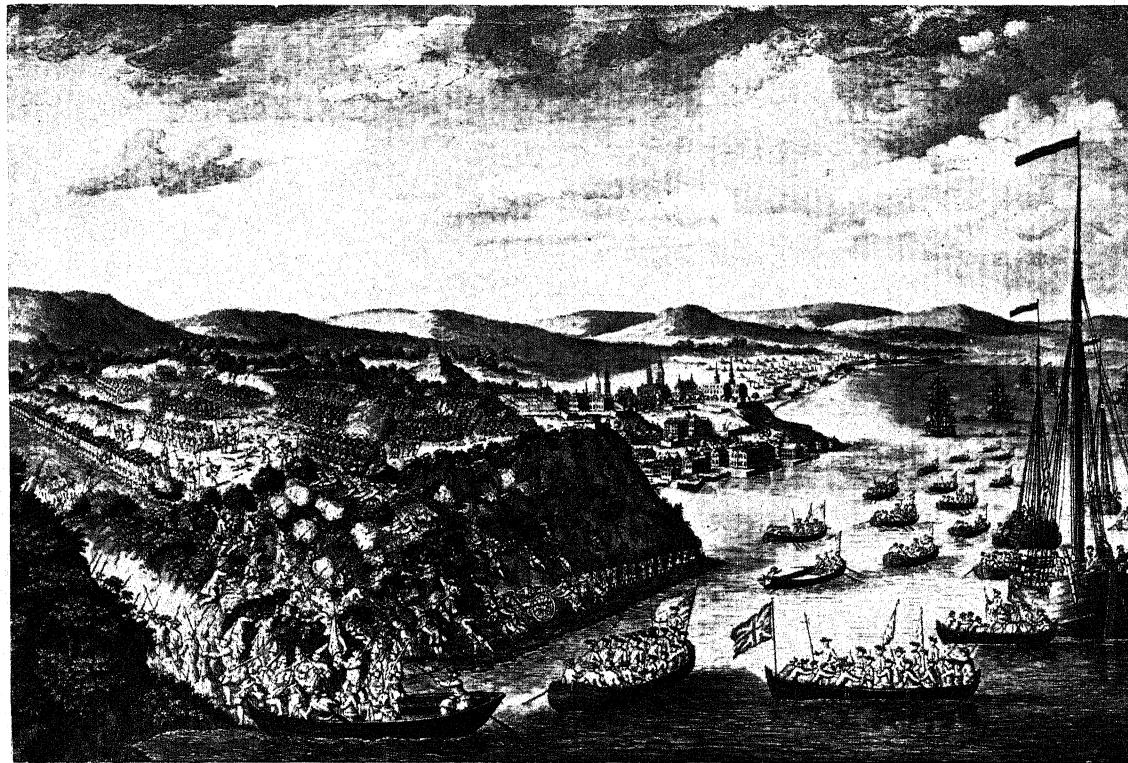
The second "DUBLIN" was a 74-gun ship, launched at Deptford in 1757. She was of 1562 tons, and carried a crew of 650 men. Her length, beam, and draught were 165 ft., 47 ft., and 18 ft.

In 1757 the "Dublin," commanded by Captain George B. Rodney, was one of a fleet of 16 sail of the line, besides frigates and small craft under Admiral Sir Edward Hawke with his flag in "Ramillies." Accompanied by a large number of troops, they sailed on September 8th to attack Rochefort on the French coast. Isle D'Aix was bombarded and surrendered. After several attempts to land the troops on the mainland the attack was abandoned, and on October 6th the ships returned to Spithead; grave public dissatisfaction being caused by the mismanagement of the expedition. The "Dublin" did not take a very serious part in this affair, as not only was her rudder out of order but she had 150 men down with fever.

In 1758 the "Dublin," commanded by Captain George B. Rodney, was sent out to join the fleet which, under Admiral the Hon. Edward Boscawen, attacked and captured Louisburg in Cape Breton Island. The "Dublin" did not originally belong to this fleet, but the "Invincible," having run ashore at the beginning of her voyage, and become a total loss, the "Dublin" was hurriedly brought forward and substituted for her. The "Dublin" took out with her Major-General Amherst, who was to be the Military Commander-in-Chief, and went into Halifax with a very sickly crew, passing the Admiral just outside that port on his way to Louisburg. Sheds were built on shore by the carpenter, and in them the sick were attended, as the hospitals were full. The fleet which accompanied Boscawen consisted of 167 sail of various kinds. Great difficulty was experienced in landing the men owing

to surf, and a large number were drowned. The fleet bombarded, the troops attacked with great vigour, and the French made a most courageous defence. The French ships in the harbour of Louisburg assisted the defenders, and four were sunk in the mouth of the harbour to block the entrance. On July 1st one of the French ships blew up, and set on fire two others, which became total losses. On July 25th the boats of the fleet were manned and armed with 600 men, and the two remaining French ships were captured. This settled the matter, and the Governor surrendered on July 26th. With the surrender was included not only the Island of Cape Breton, but also that of St. John, now known as Prince Edward Island. Three thousand six hundred combatants became prisoners of war, and 216 guns and mortars were taken.

The "Dublin" took no part in the preliminary operations at Louisburg, and she only arrived at that place just before the surrender. Captain Rodney then took home to England the French officers who had been taken prisoners.



Published by Laurie & Whittle.

CAPTURE OF QUEBEC.

British Museum.

In 1759 the "Dublin," commanded by Captain William Goostrey and flying the flag of Rear-Admiral Charles Holmes, was one of a fleet of 49 ships, besides transports, under the command of Vice-Admiral Charles Saunders, with his flag in "Neptune." They left Spithead on February 17th, and having secured pilots by a ruse, they anchored a few miles below Quebec on June 26th with nearly 10,000 troops. On June 28th the French sent down seven fireships and two fire-rafts, but these were grappled, and towed clear by the activity of the seamen. Rear-Admiral Holmes took command of a flotilla of small craft on the upper river, which disembarked troops and performed other useful services in face of the French troops on the river-side. The troops were landed, and attacked Quebec on September 13th. The seamen assisted with guns. On this day both General Wolfe and the Marquis of Montcalm, the English and French Commanders-in-Chief of the troops, were mortally wounded. After some fighting the French retired. Additional ships were brought up to bombard, and on the 17th the enemy offered to surrender. On the 18th the Naval Commander-in-Chief was one of the signatories to the acceptance of the surrender.

On January 7th, 1762, the "Dublin," commanded by Captain Edward Gascoigne and flying the broad pennant of Commodore Sir James Douglas, was one of a fleet of 40 ships,

THE KING'S SHIPS

DUBLIN

frigates, sloops, and bombs with nearly 10,000 troops, which appeared off Martinique under Rear-Admiral George Rodney, with his flag in "Marlborough." On January 16th the attack began by all ships bombarding the batteries of Fort Royal Bay, and when these batteries were silenced, the troops landed and marched the six miles to Fort Royal Bay. The necessary guns were then dragged to the front by the men of the fleet, and on the 25th the batteries began to bombard. The citadel surrendered on February 4th, and by February 16th the whole island was in the possession of the British. The English loss was 500 killed and wounded.

In May 1762 the "Dublin," commanded by Captain Edward Gascoigne and for some time flying the broad pennant of Commodore Sir James Douglas, was in the English fleet proceeding to Havana against the Spaniards. This fleet consisted of 53 ships, besides storeships, hospital ships, and transports with 15,000 troops. Admiral Sir George Pocock, with his flag in



After D. Serres, R.A. Engraved by P. C. Canot.

Royal United Service Institution.

THE EXPEDITION TO HAVANA.

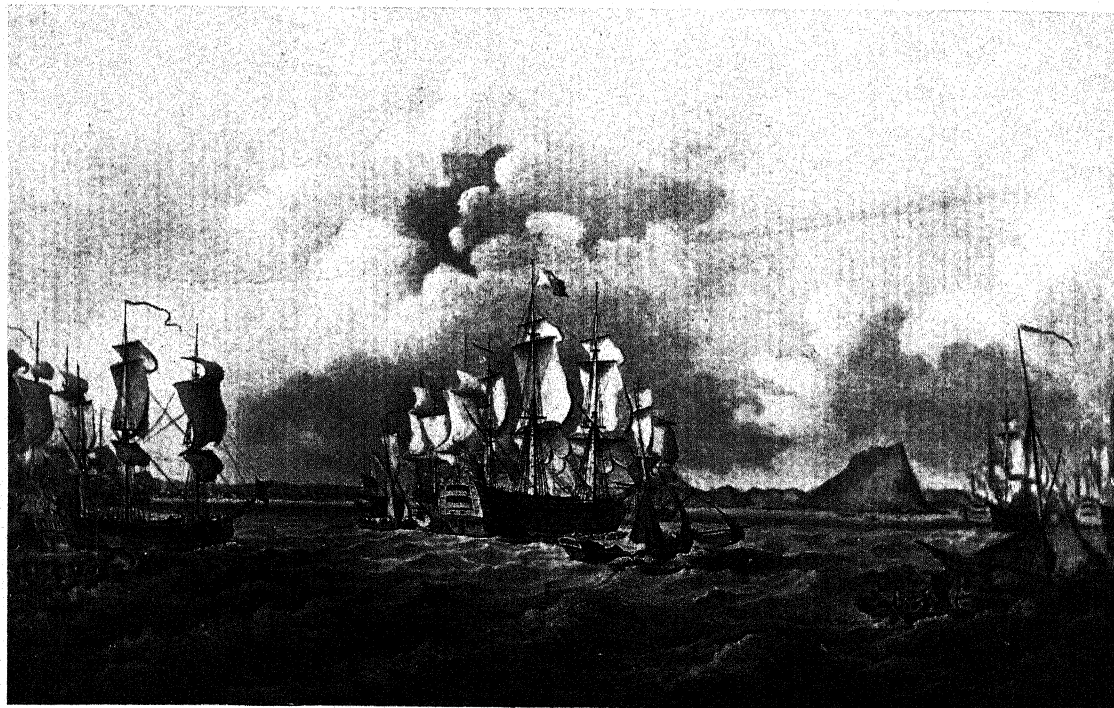
"Namur," and George, Earl of Albemarle, were the Naval and Military Commanders-in-Chief. On May 27th the fleet, consisting of 200 sail in all, stood away for the Old Strait of Bahama, which was safely navigated by marking the dangerous shoals with boats. During the passage two Spanish ships were captured. On June 6th the force arrived off Havana and, while a feint was made elsewhere, the troops were landed under cover of the guns of the fleet. On July 1st three ships bombarded Moro, but they were so severely damaged that they had to be called off. But although the Spaniards made a most gallant defence, Havana fell, and the British took complete possession on August 14th, 1762. Specie and stores to the value of three million pounds were captured, 13 Spanish men-of-war were destroyed, 3 were sunk, and 2 on the stocks were burned. The British lost 1790 killed and wounded. The division of the prize-money according to the regulations laid down at that time caused a great deal of jealousy and unpleasantness. It worked out as follows: Admiral, £123,000; captain, £1600; petty officer, £17; seaman or marine, £4.

In June 1773 the "Dublin" was at Spithead in a fleet, under the command of Vice-Admiral Thomas Pye, who had his flag in "Barfleur," which was reviewed by His Majesty King George III. The King dined on board the flagship, and during his stay conferred the following honours: 2 Baronetcies, 5 Knighthoods; promotion of all commanders of sloops, first-lieutenants of

flagships, lieutenants commanding cutters and yachts, and two midshipmen from each of certain ships. The King further gave £350 to the crews of the "Barfleur," of the "Augusta" yacht, and of the Royal barge; also £1500 to be distributed among the artificers, workmen, and labourers of the dockyard, victualling office, and gun-wharf.

In April 1781 the "Dublin" was one of a fleet of 29 ships of the line under Vice-Admiral Darby, with his flag in "Britannia," which effected the relief of Gibraltar. Accompanied by a large convoy, they arrived at Gibraltar on April 12th, and landed the necessary warlike stores, but not without great opposition from the besieging Spaniards and a flotilla of single-gun gun-boats in the bay. In one week the revictualling was accomplished and the relief effected. The fleet returned to England, arriving at Spithead on May 22nd.

In 1782 the "Dublin" sailed from Spithead on September 11th in a fleet and convoy of 183 sail in all. They were under the command of Admiral Lord Howe, with his flag in



After R. Paton. Engraved by D. Lepinère.

LORD HOWE'S RELIEF OF GIBRALTAR.

T. H. Parker, Brothers.

"Victory," destined for the relief of Gibraltar, which at that time was besieged by the French and Spanish fleets. On October 8th, while off Cape St. Vincent, the "Latona" frigate was sent ahead for news, and she returned on the 10th with the pleasing information that Gibraltar had already successfully repulsed one big attempt at capture. Owing to Lord Howe's great skill and ability, the enemy's fleet were held in check while the convoy reached Gibraltar with the necessary warlike stores and supplies. On October 20th the allies were met in the Straits of Gibraltar, off Cape Spartel, and a partial and indecisive engagement resulted, in which the British loss was 68 killed and 208 wounded. The French lost 60 killed and 320 wounded. But Gibraltar was relieved, and the English fleet regained Spithead on November 14th.

In 1784 the "Dublin" was broken up at Plymouth.

The third "DUBLIN" was an armed cutter which was hired for service in 1803.

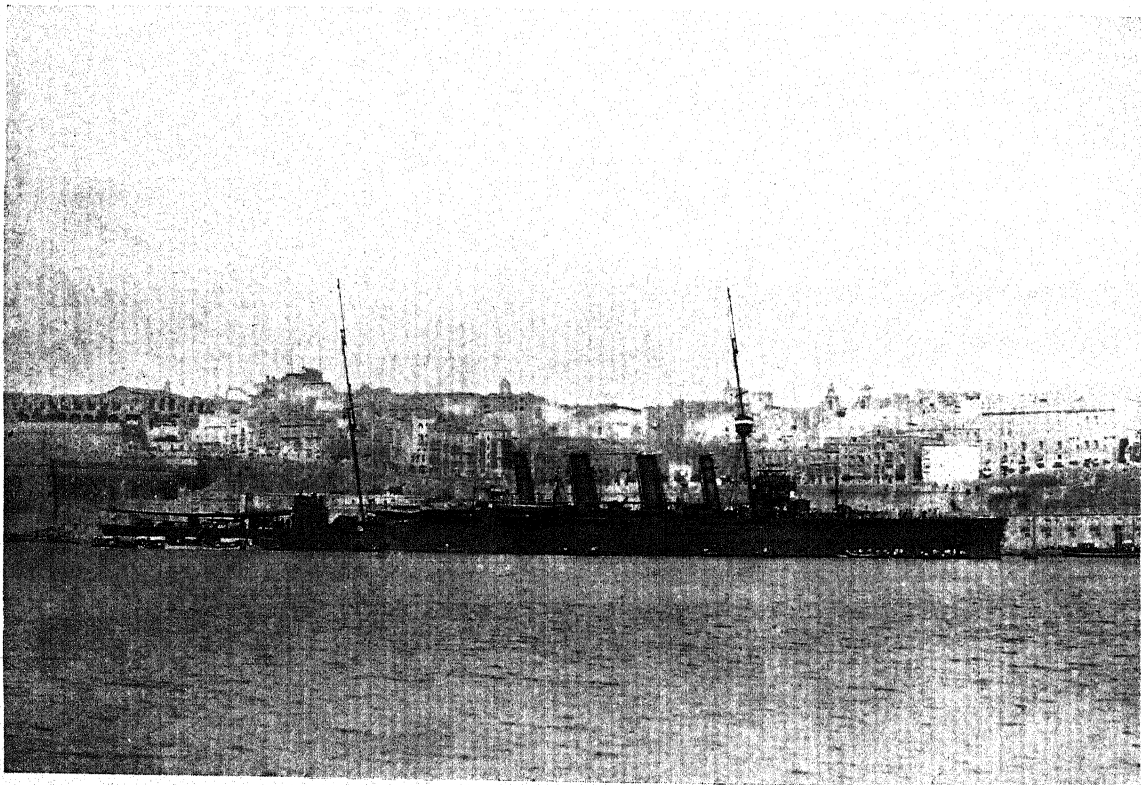
The fourth "DUBLIN" was a 74-gun ship, launched on the Thames in 1812. She was of 1766 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 17 ft.

In 1826 the "Dublin" was rebuilt at Plymouth as a 50-gun frigate with a crew of 450 men. In 1845 this ship became a fitting hulk for reserve at Devonport and in 1885 she was sold.

THE KING'S SHIPS

DUBLIN

The fifth " DUBLIN " is an 8-gun turbine cruiser, launched at Dalmuir in 1912. She is of 5400 tons, 25,000 horse-power, and 25 knots speed. Her length, beam, and draught are 430 ft., 50 ft., and 17 ft.



THE FIFTH " DUBLIN."

From the photograph by Richard Ellis.

DUKE OF EDINBURGH

EDINBURGH

Minor Operations in the Baltic	1726-7
The War of Jenkins's Ear, and of the Austrian Succession—	
Captured French "Duc de Chartres"	1746
Hawke's action with De l'Etenduère off Ushant	1747
Assisted to capture French "Bellone"	1747
Assisted to capture Spanish convoy	1748
The Seven Years' War—	
A short council of war	1757
Forrest's action with French squadron off Cape François	1757
The Wars of the French Revolution and Empire—	
The blockade and operations at Anzio	1813

Operations at Spezzia	1814
The Syrian War—	
The blockade of the Syrian Coast	1840
The bombardment of Beyrout	1840
The bombardment and capture of St. Jean D'Acre	1840
The Russian War—	
The Baltic expeditions	1854-5
The bombardment and capture of Bomarsund	1854
The blockade of the coast of Courland	1855
The bombardment of Sveaborg	1855

DUKE OF EDINBURGH.—Alfred Ernest Albert, Duke of Edinburgh and Duke of Saxe-Coburg and Gotha, second son of Her Majesty Queen Victoria. Born at Windsor Castle August 6th, 1844. Passed his examinations for entry into Naval service August 1858, and appointed to the screw-frigate "Euryalus," where he served as a Naval cadet and midshipman, and subsequently to the "St. George," where he finished his midshipman's time. Elected King of Greece by an enormous majority during the winter of 1862-63, but political reasons compelled him to decline the throne. Promoted to Lieutenant February 24th, 1863, and after three years' service in the "Raccoon" was promoted direct to Captain February 23rd, 1866. Granted an income of £15,000 a year by the State at the same time. Created Duke of Edinburgh and Earl of Ulster and Kent May 24th, 1866. Master of the Trinity House, March 1866. Commissioned the "Galatea," January 1867, and visited South America, South Africa, Australia, etc. At Sydney His Royal Highness was shot in the back on March 12th, 1868, by a man who was executed soon afterwards. Visited Japan in the "Galatea," and paid the ship off in the summer of 1871.

Married at St. Petersburg on January 23rd, 1874, the Grand Duchess Marie Alexandrovna, only daughter of the Tsar of Russia, Alexander II., by whom he had four daughters.

Appointed to command "Sultan" in the Mediterranean fleet, February 1876, and attained a particular reputation for his skill in manœuvring a fleet. Commanded the "Black Prince," 1878. Promoted to Rear-Admiral, December 30th, 1878. Appointed Admiral Superintendent of the Coastguard and Reserves, November 1879, flying his flag in "Penelope" and "Hercules." Promoted Vice-Admiral, November 30th, 1882. As Vice-Admiral commanded the Channel Squadron, December 1883 to December 1884, flying his flag in "Minotaur." Was Commander-in-Chief of the Mediterranean station, flying his flags in "Alexandra," from 1886 to 1889, when his reputation as a great Naval administrator, fleet handler, and seaman became greatly enhanced. Promoted to Admiral, October 18th, 1887. Commander-in-Chief at Devonport, 1890 to 1893. Promoted to Admiral of the Fleet, June 3rd, 1893.

Became the Reigning Duke of Saxe-Coburg and Gotha on August 22nd, 1893, and in spite of difficulties placed in his way in the early days, soon endeared himself to all classes of his subjects. He died suddenly at Rosenau, near Coburg, on July 30th, 1900, of paralysis of the heart, and lies buried in the cemetery at Coburg in the mausoleum erected by his uncle.

The early ships to bear the name Edinburgh were of course so called after the beautiful and stately town, the capital of Scotland.

The first "EDINBURGH" was a small ship which until May 1st, 1707, belonged to the Scots Navy. On this date England and Scotland became one, and by



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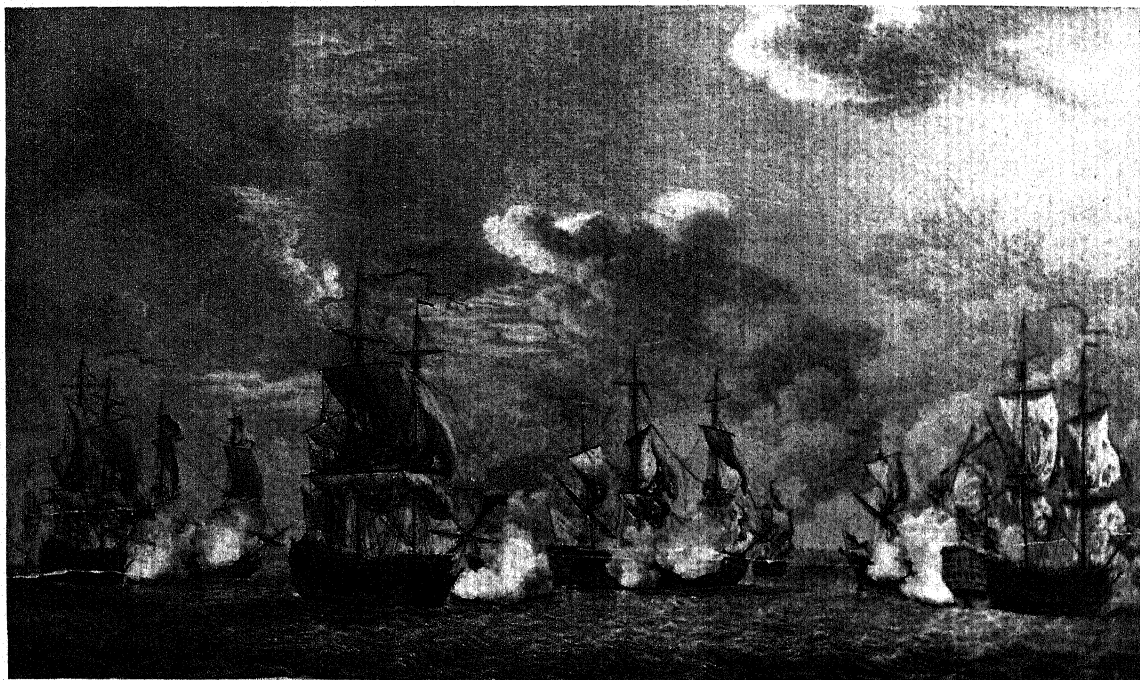
(By gracious permission of His Majesty King George the Fifth.)

proclamation of July 8th, 1707, the blended National Ensigns were ordered to be generally worn. At the time of the Union the "Edinburgh" was commanded by Captain Thomas Gordon. She was of 364 tons, and mounted 32 guns. Her length, beam, and draught were 99 ft., 29 ft., and 11 ft.

In 1709 she was sunk as a breakwater at Harwich.

The second "EDINBURGH" was a 64-gun ship, launched at Chatham in 1721. She was of 1119 tons, and her length, beam, and draught were 151 ft., 41 ft., and 17 ft.

In 1726 the "Edinburgh" was one of a fleet of 20 ships under Vice-Admiral Sir Charles Wager which proceeded to the Baltic to lend weight to English representatives in certain



After R. Paton. Engraved by P. C. Canot.

T. H. Parker, Brothers.

THE SECOND "EDINBURGH" IN FORRESTER'S ACTION OFF CAPE FRANÇOIS.

matters connected with the results of the Treaties of Hanover and Vienna. The English fleet proceeded to Revel and remained there several months, but there was no fighting.

In 1727 the "Edinburgh" was in the Baltic again, this time under Admiral Sir John Norris.

Between 1741 and 1744 the "Edinburgh" was rebuilt at Chatham, becoming a vessel of 1285 tons.

In 1746 the "Edinburgh" captured the French privateer "Duc de Chartres" in the Channel.

In October 1747 the "Edinburgh," commanded by Captain Thomas Cotes, was in an English fleet of 14 ships and frigates under Rear-Admiral Edward Hawke with his flag in "Devonshire." On October 14th they sighted a convoy of 242 merchantmen escorted by 10 men-of-war under Admiral De l'Etenduère with his flag in "Tonnant."

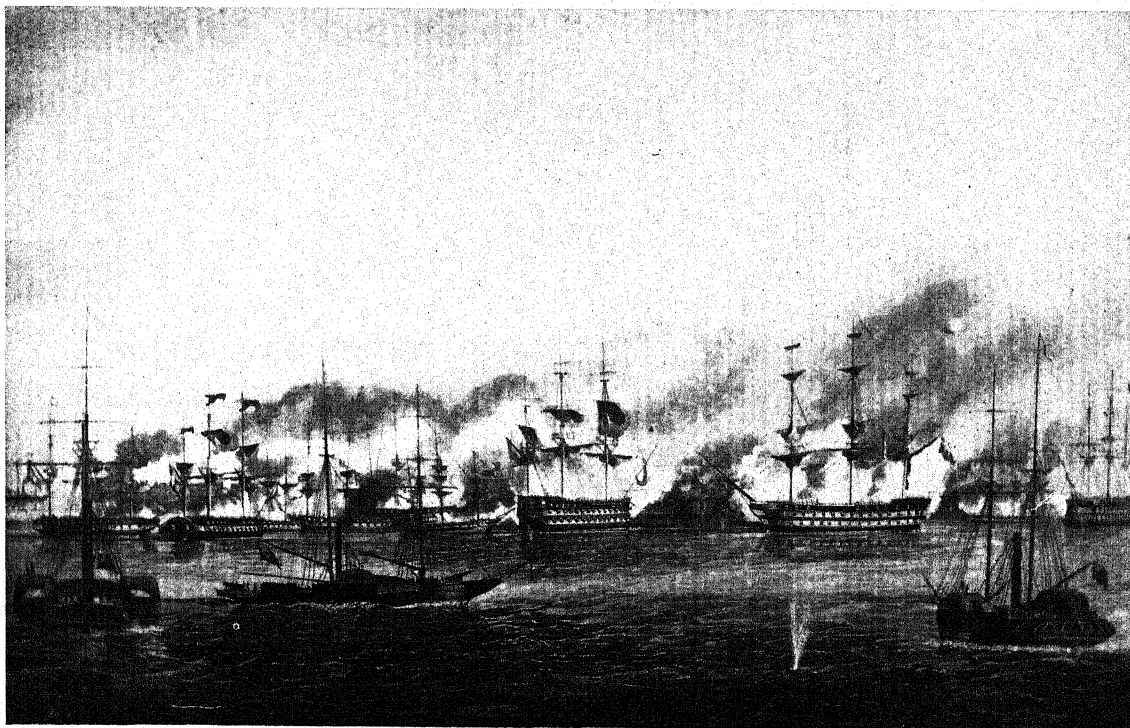
The French at first mistook the British for part of their own convoy, but on discovering their mistake, they detached one ship with the convoy which reached port in safety. Hawke at once chased, and an action followed. The French behaved with admirable courage, but were overpowered and beaten by sheer weight of numbers. They had in the line of battle eight ships, of which six were captured. The flagship "Tonnant" and the "Intrépide" managed to escape though chased. The British ships were so mauled that they could not pursue the convoy.

The French lost 800 killed and wounded. The English lost 154 killed, including one captain, and 558 wounded. Rear-Admiral Hawke was Knighted for this service, but the captain of the "Kent" was dismissed his ship by sentence of court-martial, for not coming properly into the fight, nor doing his best to damage and distress the enemy.

In 1747 the "Edinburgh," assisted by the "Eagle" and "Nottingham," captured the French 36-gun frigate "Bellone" bound from Nantes to the East Indies. The prize was bought into the Navy and at once sent out cruising.

In March 1748 the "Edinburgh," commanded by Captain T. Cotes, assisted in the capture of a Spanish convoy off Cape Canton.

In 1757 the "Edinburgh," commanded by Captain William Langdon, was on the Leeward Islands station. The French were assembling a convoy at Cape François. The "Edinburgh,"



After Lieut. J. F. Warre, R.N. Engraved by A. W. Reeve.

THE BOMBARDMENT OF ST. JEAN D'ACRE.

Royal United Service Institution.

in company with the "Dreadnought" and "Augusta," under Captain Arthur Forrest of the "Augusta," was sent to cruise to intercept them. On October 21st the French came out and were found to consist of seven ships under the command of Commodore De Kersaint. Then followed the shortest council of war on record. Captain Forrest summoned his brother captains on board. "Shall we engage," he said, as they stepped on to the quarter-deck. "I think it would be a pity to disappoint them," said Captain Suckling of the "Dreadnought." "So do I," replied Captain Langdon. "Very well, return to your ships," said Captain Forrest. The French had seven vessels to the three British. The English at once attacked. The "Dreadnought" took the van, the "Augusta" the centre, and the "Edinburgh" the rear. The action lasted two hours and a half, when the French commodore ordered one of his frigates to come and tow him out of the line. Others of the squadron soon followed his example, and eventually the French made off. The British ships were much damaged aloft, and lost 23 killed and 89 wounded. The French lost over 500 killed and wounded. The "Edinburgh" lost 5 men killed and 30 wounded.

In 1771-2 the "Edinburgh" was broken up at Plymouth.

The third "EDINBURGH" was a 74-gun ship, launched on the Thames in 1811. She was of 1772 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 18 ft.

On October 5th, 1813, the "Edinburgh," commanded by Captain George Heneage Lawrence Dundas, was the senior officer's ship in a squadron of six vessels blockading Anzio, where lay a French convoy of 29 sail protected by batteries. On this day the ships stood in and opened fire simultaneously by signal. A party of seamen was then landed who took possession of the Mole Head. The entire convoy was brought out, and the works blown up without loss of British life.

In March 1814 the "Edinburgh" was one of a squadron under Rear-Admiral Sir J. Rowley, which assisted to drive the French out of Spezzia.

In 1840 the "Edinburgh," commanded by Captain William W. Henderson, was one of a combined fleet of 32 British, 8 Austrian, and 3 Turkish vessels, under Admiral the Hon. Robert Stopford with his flag in "Princess Charlotte," which was engaged in the blockade of the Syrian coast to prevent any further Egyptian advance against Turkey. On September 9th the majority of the fleet anchored off Beyrout, and escorted Turkish troops and British marines to points of vantage. During these and the following days Beyrout was frequently bombarded by the fleet, and its walls and defences were demolished while various coastal operations took place in conjunction with the Turkish army. On October 2nd the boats from the "Edinburgh" covered an attack on some powder stores in Beyrout, which was carried out most successfully with a loss of 1 midshipman killed and 4 men wounded. On October 31st the fleet sailed from Beyrout, and on November 3rd they anchored by bow and stern before St. Jean D'Acre. A bombardment was at once begun and it soon became general, the attackers being shielded to some extent by the thickness of their own smoke and

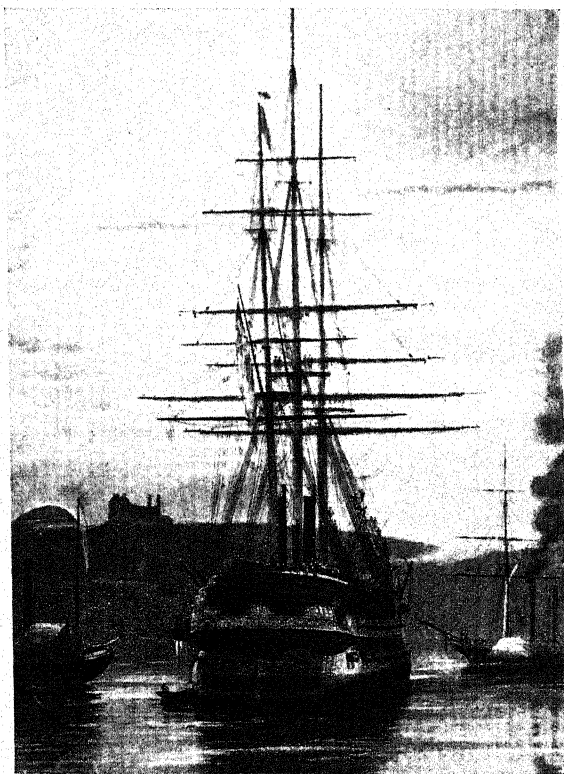


Castle's Shipbreaking Company.
FIGUREHEAD OF THE THIRD
"EDINBURGH."

assisted by midshipmen at the mastheads to direct and correct the aim. After three hours' bombardment a most frightful explosion of the grand magazine flung half the town into the air, killed upwards of 1200 Egyptians, and devastated a space of 60,000 square yards. The ships were shaken to their keels, and seamen were knocked down at their guns. At sunset Sir Robert Stopford ordered the bombardment to cease. The Egyptians lost 300 killed in addition to the deaths caused by the explosion, and nearly all the sea-face guns were disabled. The fleet suffered very little except aloft, and had but 14 British and 4 Turks killed, and 42 wounded. During the night the Egyptians evacuated the place, and the following morning St. Jean D'Acre was taken possession of, and a flying column was sent in pursuit of the Egyptians. At the end of November the Egyptians made peace, and evacuated Syria.

At a later date the "Edinburgh" was fitted with a screw and engines of 450 horse-power. She mounted 60 guns, and carried a crew of 660 men.

On March 11th, 1854, the "Edinburgh," commanded by Captain Richard S. Hewlett, and flying the flag of Rear-Admiral Henry D. Chads, was one of a fleet of 15 steam vessels

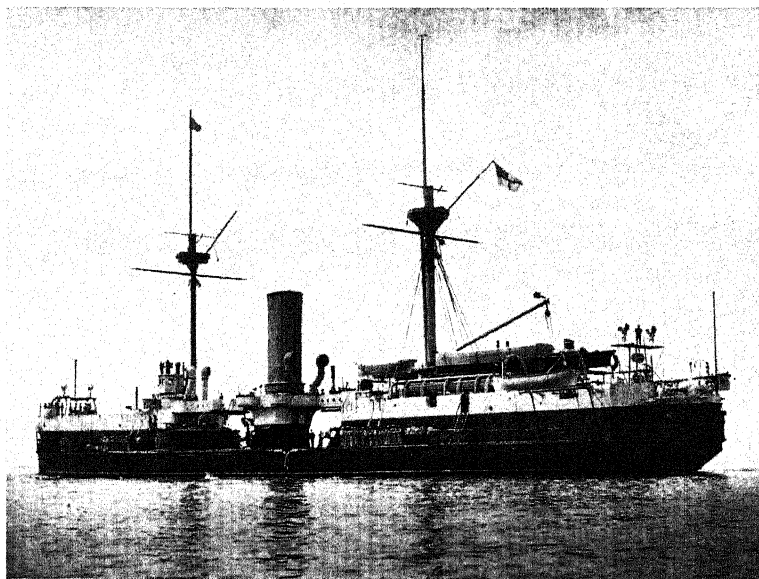


After O. W. Brierly, R.A. Admiral Sir John Hopkins.
THE THIRD "EDINBURGH."

which sailed for the Baltic directly war with Russia was imminent, under Vice-Admiral Sir Charles Napier with his flag in "Duke of Wellington."

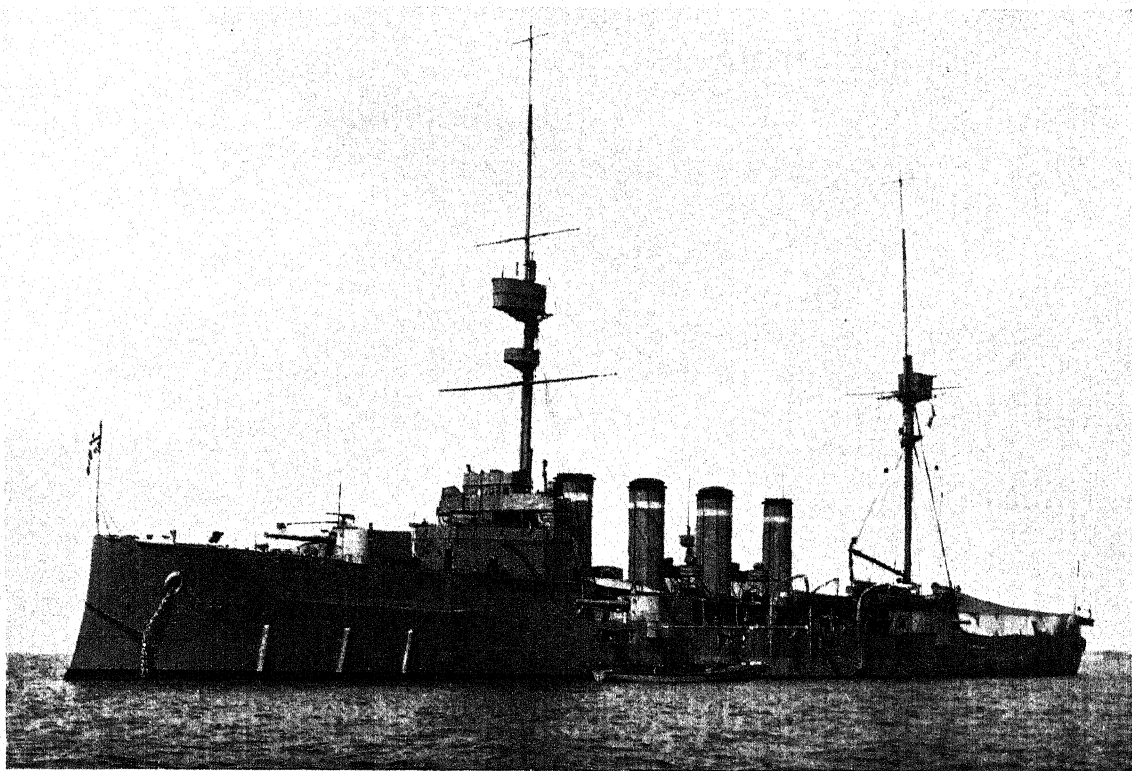
Early in August preparations were made for an attack on Bomarsund. On August 6th the fortress was reconnoitred, and two days later a French army reinforced by 2000 French marines were landed, while two small ships destroyed an inconvenient 7-gun battery. On the 10th and 11th Naval guns were landed, dragged $4\frac{1}{2}$ miles over execrable ground, and took up a pre-arranged position on the flank of the town. On the following day more guns were landed from the fleet, and on the 16th a combined attack by the Anglo-French forces was begun, the "Edinburgh" and six other ships assisting with 10-in. guns. No great

damage was done to the fortress, but General Bodisco, perceiving that his position was desperate, capitulated after a few hours. Two thousand two hundred and twenty-five prisoners were taken, and Bomarsund was reduced and destroyed after Sweden had refused to accept it.



From the photograph by H. J. Synonds.

THE FOURTH "EDINBURGH."



From the photograph by Ernest Hopkins.

THE FIFTH (DUKE OF) "EDINBURGH."

THE KING'S SHIPS

DUNCAN

The British forces soon afterwards withdrew from the Baltic.

On March 28th, 1855, the "Edinburgh," commanded by Captain Richard S. Hewlett, sailed from the Downs in a fleet of 88 steam vessels of various kinds commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in "Duke of Wellington." They made for the Baltic to take part in the campaign against the Russians, and at once established a blockade off the coast of Courland.

On August 9th the "Edinburgh" was one of a British force of 54 vessels, mostly composed of bombs, which warped into position for the bombardment of Sveaborg, and soon after 7 A.M. began firing. A number of French bomb vessels co-operated in the attack which lasted until the morning of the 11th. Only one man on the British side lost his life, but a spy stated that the Russians had lost 2000 killed, 23 vessels burned, and that the dockyard government stores and powder magazines were blown up and completely destroyed.

In 1866 the "Edinburgh" was sold for £6100.

The fourth "EDINBURGH" was a twin-screw turret ship, built at Pembroke as the "Majestic" in 1882. She was of 9150 tons, 6000 horse-power, 14 knots speed, and carried four 43-ton guns. Her length, beam, and draught were 325 ft., 68 ft., and 26 ft.

In her later years this ship was attached to the Sheerness-Chatham Gunnery School. She was sold at Devonport in October 1910 for £19,300.

The fifth "EDINBURGH" is a 16-gun twin-screw cruiser christened as the "Duke of Edinburgh," and launched at Pembroke in 1904. She is of 13,550 tons, 23,685 horse-power, and 23 knots speed. Her length, beam, and draught are 480 ft., 73 ft., and 27 ft.

DUNCAN

LORD DUNCAN. LADY DUNCAN

The Wars of the French Revolution and Empire—Destroyed French "Hypolite" 1805.

ADMIRAL ADAM DUNCAN.—Baron Duncan of Lundie and Viscount Duncan of Camperdown. Born at Dundee, July 1st, 1731, as the third son of Alexander Duncan of Lundie in Perthshire. Entered the Navy in 1746 by joining the "Tryal" sloop at Leith, commanded at that time by his cousin, Captain Robert Haldane. Transferred to the "Shoreham" frigate with his cousin in the same year, and took part in some operations against privateers. Joined the "Centurion" under Captain the Hon. Augustus Keppel, January 1749, and proceeded to the Mediterranean for the purpose of making treaties with the Dey of Algiers. Acting lieutenant in the "Norwich," December 22nd, 1754. Confirmed as a Lieutenant, January 10th, 1755, and re-joined the "Centurion." Appointed to the "Torbay" with Keppel, July 10th, 1756, which ship took several prizes. Expedition to Rochefort 1757. Wounded at the capture of Goree, December 1758. Commander, September 21st, 1759. Commanded the "Royal Exchange," a hired vessel, 1759-60. At about this time he is said to have been the handsomest man in the Navy. He was of gigantic size and strength, and once when walking through the streets of Chatham it is said that his grand figure and handsome face attracted crowds of admirers. Captain, February 1761. Joined the "Valiant" as Flag-Captain to his old patron, Commodore Keppel, and sailed for an attack on Belle Isle, March 1761. Present at the surrender of Palais, and then blockaded Brest and other ports. Took part in the expedition to Havana 1762, and was in charge of the disembarkation of troops. Helped to storm and capture Moro Castle, and with his boats' crew set fire to two Spanish ships that were in process of building. Paid off the "Valiant" in 1764, and although he made frequent application to the Admiralty to be employed, he remained on half-pay for nearly fifteen years.

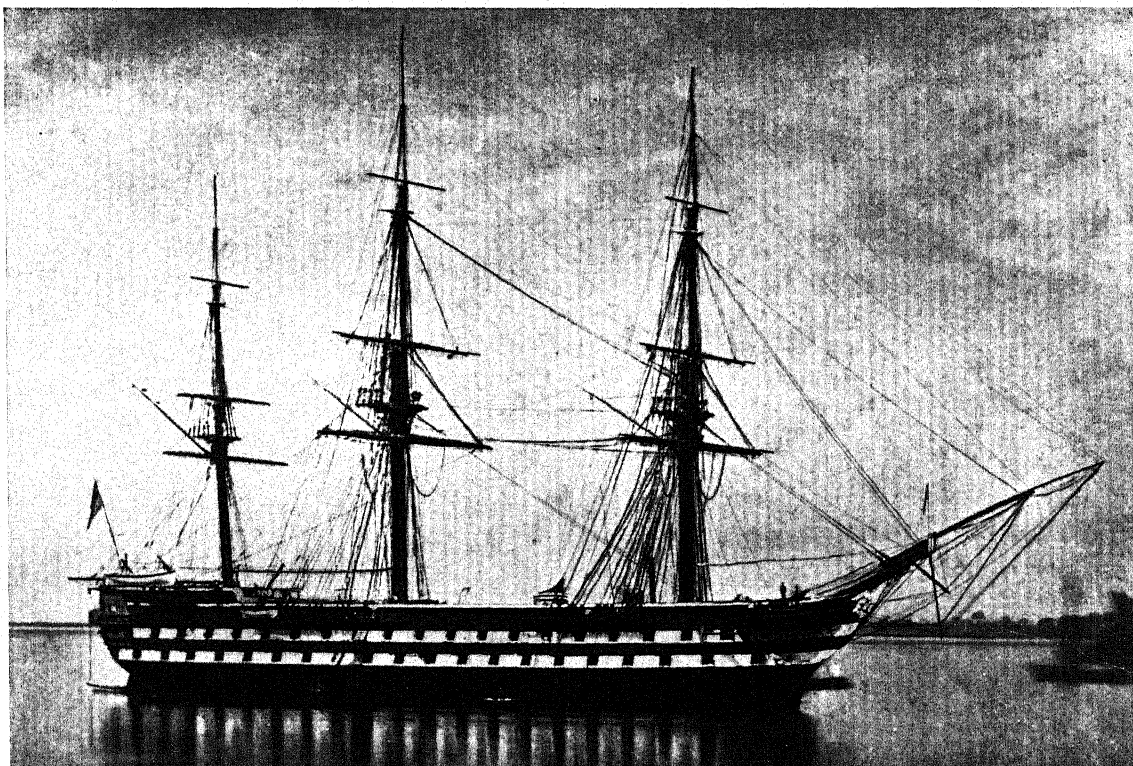
Married in 1777, Henrietta, daughter of Robert Dundas, President of the Court of Session, and niece to Henry Dundas, afterwards Lord Melville. Took command of the "Suffolk," May 1778, and subsequently joined the flag of his old friend, Admiral Keppel, then commanding the Channel Fleet. Transferred to the "Monarch," December 1778. Was one of the members of both courts-martial, which sat for the trials of Admiral Keppel and Admiral Palliser 1779. Took part in Admiral Sir Charles Hardy's retreat up Channel, September 1779. Present in Rodney's two actions off Finisterre, capturing the Spanish "San Augustin" in the second action, and then assisting to relieve Gibraltar 1780. The "Monarch" having been ordered to the West Indies, Captain Duncan was obliged to decline foreign service on account of his health, and transferred the command of the "Monarch" to his successor. Appointed to the command of the



After J. Hoppner. T. H. Parker, Brothers. Engraved by R. Cooper.

Duncan

"Blenheim" 1782, and took part in Lord Howe's relief of Gibraltar, giving up the command at the end of the year when the ship was ordered to the West Indies. Appointed to the "Foudroyant," January 1783, and to the "Edgar," April 1783, in which ship he remained three years doing the duties of the Portsmouth guardship. Rear-Admiral, September 1784, and remained unemployed for nearly eight years. Vice-Admiral, February 1793. Appointed Commander-in-Chief of the North Sea, and of the coast from Harwich to the Islands of Orkney and Shetland, February 1795, and hoisted his flag in "Prince George"; but that ship drawing too much water for the North Sea, his flag was transferred to "Venerable." Admiral, June 1795. Was offered the command of the Mediterranean station when Admiral Hotham was recalled in 1795, but declined that honour, as he hoped the Dutch would soon come out of the Texel and give him an opportunity for an action. Attempted to carry out an attack on the Dutch fleet in the Texel in the autumn of 1796, but bad weather foiled the attempt, and he tendered his resignation of the command, which was not accepted. Suppressed a mutiny on board his flagship "Venerable" by a timely and firm display of authority, April 30th, 1797. Addressed a letter to the ship's company on the subject, and received a reply which implored his pardon. Proceeded on board all other ships that showed mutinous tendencies, and hoisting his flag in them in turn, addressed the ships' companies on the subject of their loyalty. Was sounded by the Admiralty as to his fleet being employed to chastise the mutinous ships at the Nore, but considered it would subject them to disagreeable jealousy from all other parts of the Navy. Some of his ships mutinied and deserted his flag May 1797, but he continued an effective blockade



Commander Charles E. F. Cunningham Graham, R.N.

THE SIXTH "DUNCAN."

of the Texel with one 74 and one 50-gun ship, making signals which led the Dutch to suppose that the rest of his fleet was in the offing, and stated "that the soundings were such that his flag would continue to fly above the shoal water, even after the ship was sunk by the enemy." Was offered an Irish peerage, a Baronetcy, or the Order of the Bath in July 1797, for his services in the mutiny. Blockaded the treacherous Dutch coast with a mutinous and often depleted fleet for two years and eight months, paralysing the trade and keeping the enemy in port, until he defeated the Dutch fleet in the battle of Camperdown, October 11th, 1797. Created Baron Duncan of Lundie and Viscount Duncan of Camperdown, with a pension of £3000 a year continued to his two next heirs, October 17th, 1797. Remained in command of the North Sea fleet, transferring his flag to "Kent," August 1798. Commanded in the expedition to the Helder against the Dutch, 1799, which affair led to the surrender of two Dutch squadrons. Continued in command of the North Sea until April 1800, when he struck his flag for the last time. Offered his services to the Admiralty to oppose the Northern Confederacy, 1801. Proceeded to London in 1804 to again offer his services, and on his way home died very suddenly on August 4th, 1804, in an inn at Cornhill, near Coldstream. His son was raised to the dignity of Earl Camperdown twenty-seven years afterwards.

The first "DUNCAN," known as the "Lady Duncan," was a 12-gun lugger of 104 tons, hired and armed for service in 1798.

The second "DUNCAN," known as the "Lord Duncan," was a 12-gun cutter, hired and armed for service in 1798.

The third "DUNCAN" was a 38-gun frigate, built at Bombay, and purchased in 1804.

THE KING'S SHIPS

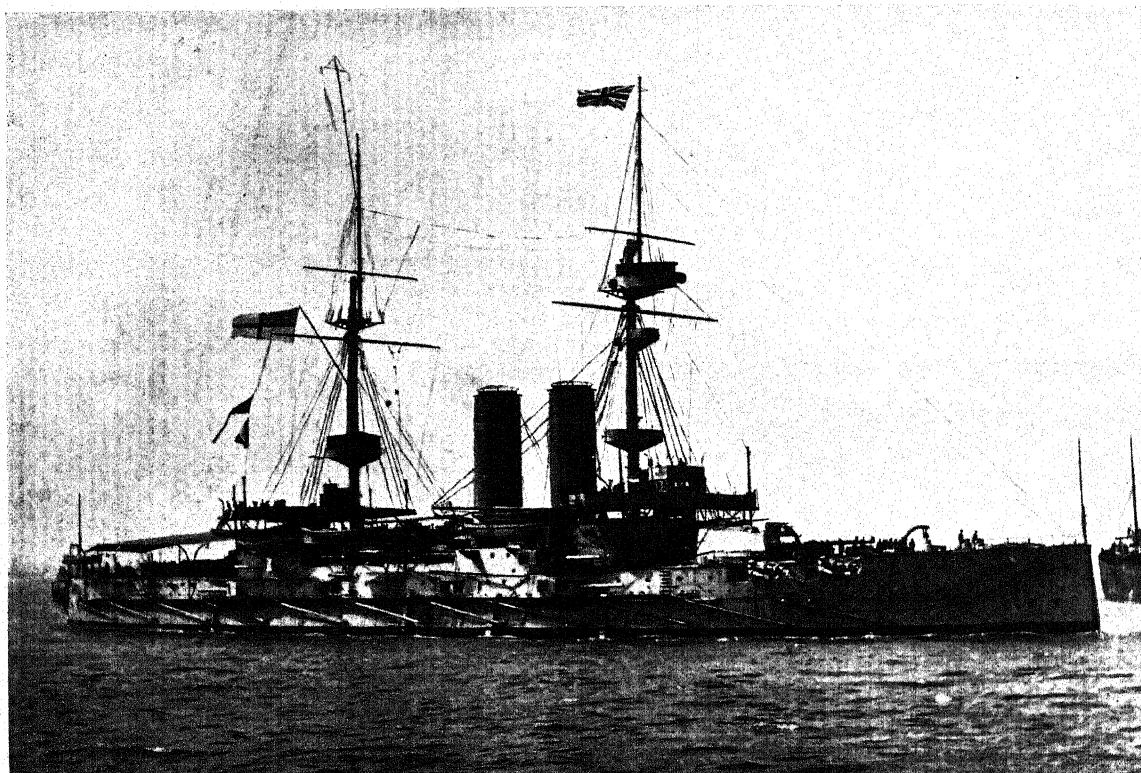
DUNCAN

In September 1805 the "Duncan," commanded by Lieutenant Clement Sneyd (acting captain), drove ashore and destroyed the French 4-gun vessel "Hypolite."

In 1807 the "Duncan's" name was changed to "Dover," and she was wrecked off Madras in 1811.

The fourth "DUNCAN" was a 74-gun ship launched at Deptford in 1811. She was of 1761 tons and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 17 ft.

For many years this vessel served as a lazaretto at Sheerness, and in 1863 she was broken up.



THE SEVENTH "DUNCAN."

From the photograph by Ernest Hopkins.

The fifth "DUNCAN" was a 179-ton packet vessel known as the "Lord Duncan," hired and armed for service in 1811.

The sixth "DUNCAN" was a 31-gun screw wood ship, launched at Portsmouth in 1859. She was of 5724 tons, 2826 horse-power, and 13 knots speed. Her length, beam, and draught were 252 ft., 58 ft., and 20 ft.

The "Duncan" served as coastguard ship at Queensferry, as flagship at Sheerness, and in 1889 with her name changed to "Pembroke" she became the receiving ship at Chatham.

In September 1905 she became known as "Tenedos II.," and in October 1910 she was sold at Devonport for £7525.

The seventh "DUNCAN" is a 16-gun twin-screw battleship launched at Blackwall in 1901. She is of 14,000 tons, 18,222 horse-power, and 19 knots speed. Her length, beam, and draught are 405 ft., 75 ft., and 26 ft.

DWARF

Operations at Marudu Bay, and the Island of.
Ubian 1868

The second Boer War—
Minor part 1900
Minor operations in Gambia River 1901



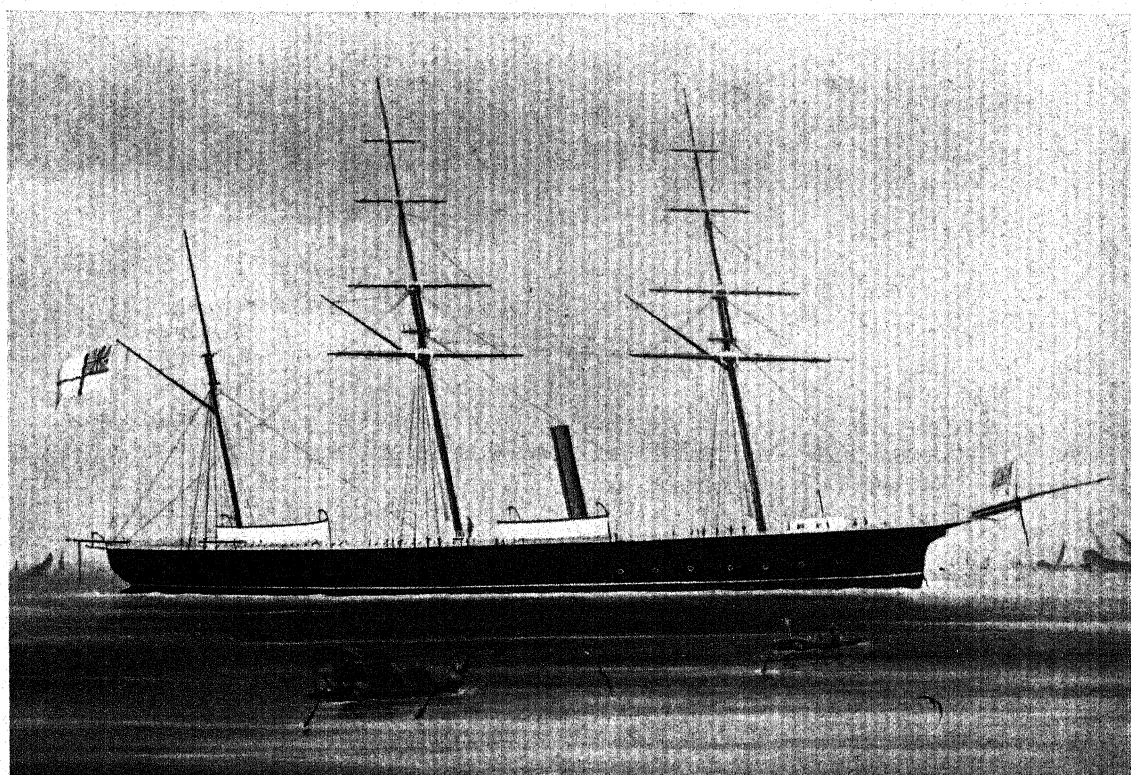
DWARF.—A term applied to men, animals, and plants that fail to reach even the mediocrity of growth natural to their respective classes. In France a yolkless egg is termed a "dwarf egg," and an imitation of fine English cloth is called "London dwarf." There is a familiar story of a partnership entered into between a dwarf and a giant. The dwarf had the intellect, the giant had the strength. The result of this liability association was that the giant received all the blows, and the dwarf all the profits. The partnership was dissolved.

In mediæval times dwarfs succeeded court fools and exercised some part of that more ancient office. The last court dwarf in England was Copperin, a lively little imp in the service of the Princess (Augusta) of Wales, the mother of George III.

The first "DWARF" was a 10-gun cutter launched at Sandgate in 1810. She was of 203 tons and carried a crew of 60 men. Her length, beam, and draught were 75 ft., 26 ft., and 11 ft.

On March 3rd, 1824, the "Dwarf," commanded by Lieutenant Robert Gould, was wrecked and lost on the pier at Kingstown, one life being lost.

The second "DWARF" was a 2-gun cutter launched at Gosport in 1826. She was of 50 tons and carried a crew of 16 men. Her length, beam, and draught were 52 ft., 15 ft., and 6 ft.



Drawn by a Chinese Artist.

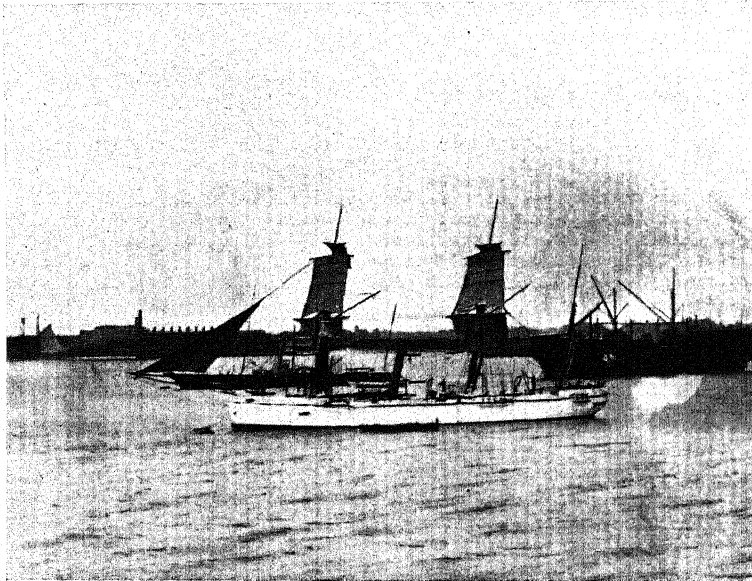
THE FIFTH "DWARF."

Vice-Admiral John E. Blaxland.

THE KING'S SHIPS

DWARF

She was not found to answer the purpose for which she was built, and was placed in the coastguard service, out of which she was sold in 1863 for £72.



From the photograph by H. J. Symonds.
THE FIFTH "DWARF."

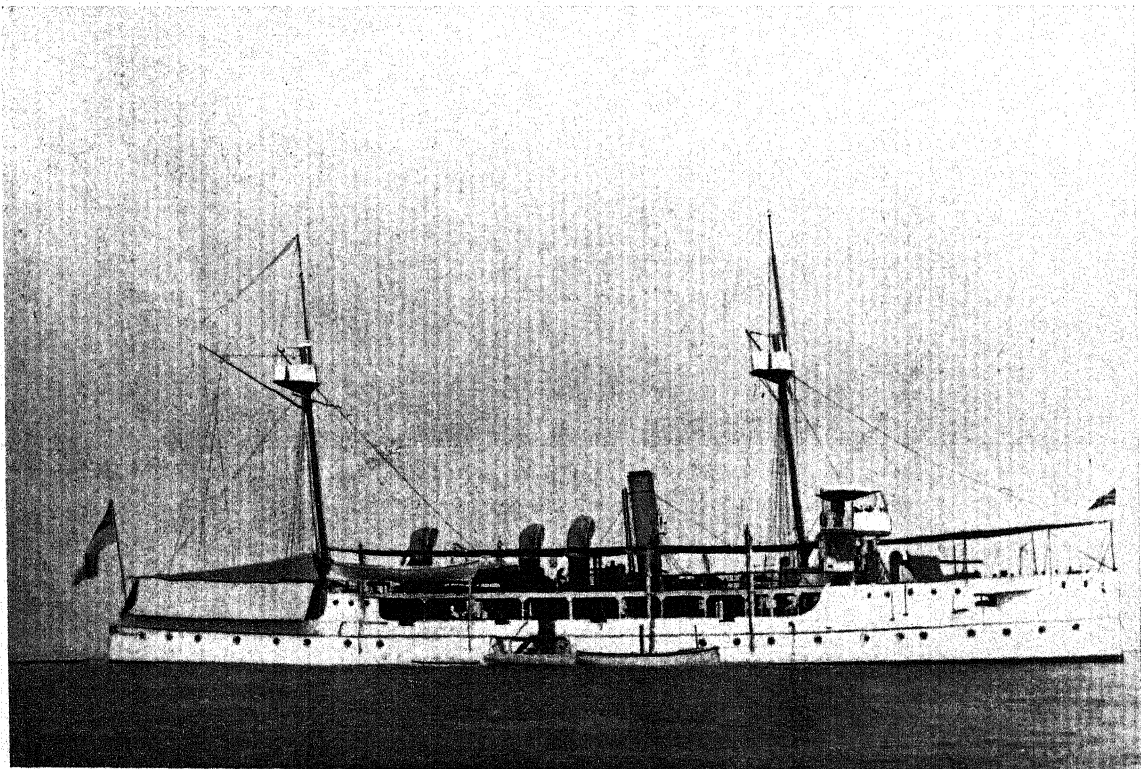
The third "DWARF" was a 2-gun screw vessel launched at Blackwall as "Mermaid" in 1842. She was of 164 tons, 90 horse-power, and carried a crew of 40 men. Her length, beam, and draught were 130 ft., 16 ft., and 8 ft.

She was bought in 1843 for £5350, named "Dwarf," and sold in 1853 for £500.

The fourth "DWARF" was a 2-gun screw gun-boat launched at Blackwall in 1856. She was of 242 tons, 20 horse-power, and carried a crew of 36

men. Her length, beam, and draught were 100 ft., 22 ft., and 4 ft.

In 1863 the "Dwarf" was broken up.



THE SIXTH "DWARF."

Lieutenant Reginald Caesar Hawkins, R.N.

The fifth "DWARF" was a 4-gun twin-screw gunboat launched at Woolwich in 1867. She was of 584 tons, 495 horse-power, and 10 knots speed. Her length, beam, and draught were 155 ft., 25 ft., and 9 ft.

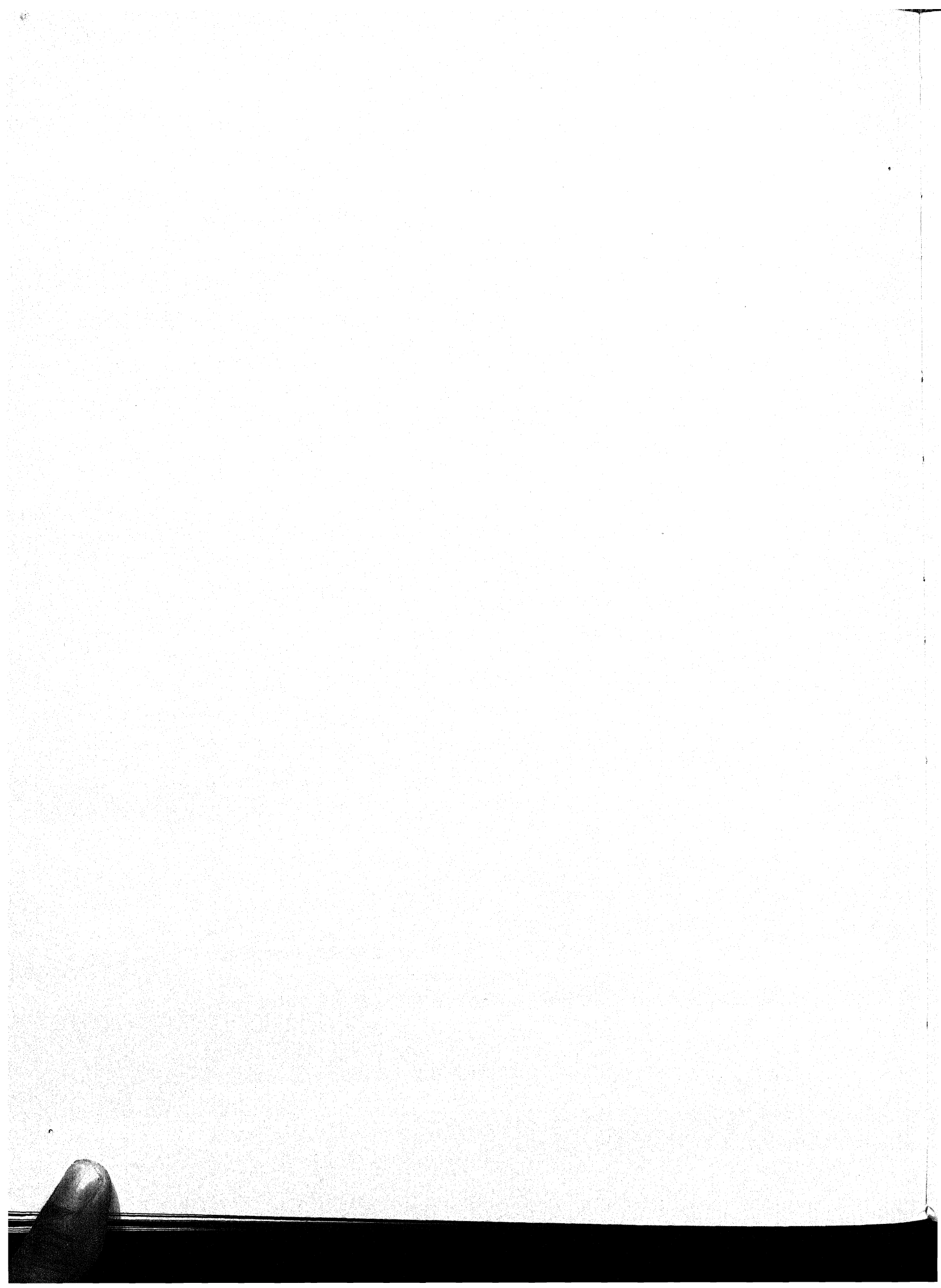
Towards the end of 1868 a British schooner was captured by Malay pirates near Marudu Bay, Borneo, and three of her men were killed. Upon hearing of this outrage the "Dwarf," commanded by Lieutenant Charles F. Walker, started in pursuit, with the Governor of Labuan on board. The pirates made a stand on the Island of Ubian and, refusing to give up their leader, were punished by a landing party which burnt their village and brought about their submission.

In 1886 the "Dwarf" was broken up at Devonport.

The sixth "DWARF" is a 2-gun twin-screw gunboat launched at Glasgow in 1898. She is of 710 tons, 1300 horse-power, and 13.5 knots speed. Her length, beam, and draught are 180 ft., 33 ft., and 8 ft.

In 1900 the "Dwarf," commanded by Lieutenant Frank Hastings Shakespear, played a minor part in the second Boer War.

In January 1901 the "Dwarf," commanded by Lieutenant F. H. Shakespear, assisted in a minor way in some combined Anglo-French operations in the Gambia River against the rebellious chief, Fodeh Cabbah.



ANCIENT WAR VESSELS

“D”

(For explanation regarding arrangement see page 147.)

- Dagmar**, 1878 ? (Indian Naval name)
- Daintie**, or **Dainty**, 1589—
 Rechristened by Queen Elizabeth . . . 1589
 Richard Hawkins's exploration . . . 1593-4
 Action with Spanish squadron for 3 days . 1594
 Captured by Spaniards 1594
- Daisy**, 1855
- Dal**, 1896 (Egyptian river vessel)—
 The Fashoda affair 1897
- Dalhousie** (Indian Naval name), 1870 ?
- Dame de Grâce**, 1799 (French). See also **Grace**, etc.—
 Action with French “Salamine” . . . 1799
 Sunk in action 1799
- Dame Ernouf**, 1805 (French)—
 Recaptured by the French 1806
- Damooda**, 1850 (E.I.C.)—
 Operations during second Burmese war . 1852
 The recapture of Pegu 1852
- Danae**, 1759 (French), **Danaé**—
 The blockade of Dunkirk 1759
 The defence of a convoy 1762
 Assisted to capture French “Sans
 Quartier” 1799
 The blockade of Brest 1800
 Carried into Brest by mutinous crew . 1800
 Same crew astonished by inside of French
 prison 1800
 Assisted to capture French “Pallas” . 1800
 Operations off River Niger 1877
 Punitive expedition to Solomon Islands 1877
- Dangereuse**, 1799 (French)—
 Lord Keith's expulsion of the French
 from Egypt 1801
- Daniel**, 1588 (armed ship)—
 The campaign of the Spanish Armada . 1588
- Dankbaarheid**, 1781 (Dutch)
- Danmark**, 1807 (Danish)
- Dannebrog**, 1801 (Danish)
- Dannemark**, 1807 (Danish)
- Danube**, 1854—
 Minor part in Russian war 1854
- Daphne**, 1776—
 Copper-bottomed for trial 1776
 Captured by the French 1794
 Minor operations against the French
 (hired) 1795, etc.
 The capture of Surinam 1799
 Destruction of a convoy at Fladstrand . 1808
 Captured Danish “Acertif” 1808
 Operations on coast of Syria 1840
 The Abyssinian expedition 1868
 The suppression of slavery in the East . 1868-9
 The blockade and operations at Bahrein 1869
 The suppression of Red Sea slavery . . 1873
 Captured a big slaver 1874
 British intervention at Muscat 1875
 British interests in Chile 1891
 Minor part in Chinese waters 1900
- Dapper**, 1855—
 Operations in the Baltic 1855
 The bombardment of Sveaborg 1855
- Darling**, 1596 (exploration vessel)—
 Keymis's voyage to the Orinoco . . . 1596
 Affairs at Mocha and Surat 1611
- Darlington**, 1814
- Date Tree**, 1677. See also **Orange Tree**, **Clove Tree**,
 etc.
- Dauntless**, 1804—
 Ran the blockade of Danzig 1807
 Captured by the French 1807
 The expedition to the Baltic 1854
 The capture of Kinburn 1855

THE KING'S SHIPS

- Dauphin**, 1697 (French)
- Dauphin Royal**, 1801 (French)
- David Scott**, 1804 (Indian Country Ship)—
Dance's action with Linois 1804
- Deal**, ? 1694
- Deal Castle**, 1699. See also **Castle**, etc.—
Action with French ships 1706
Taken by the French 1706
On watch for the Pretender 1716
The blockade and capture of Pondicherry . 1748
Rodney's first action with De Guichen . 1780
Rodney's second action with De Guichen . 1780
Rodney's third action with De Guichen . 1780
Foundered in hurricane off Puerto Rico . 1780
- Décade**, 1798 (French)—
The blockade of Toulon 1804-5
Nelson's search for Villeneuve in the West Indies 1805
The blockade of Cadiz 1805
Strachan's operations in the Mediterranean 1806
- Decius**, 1796 (French)
- Découverte**, 1797 (French)—
Operations off San Domingo 1808
Destroyed a French schooner 1808
Captured French "Dorade" 1808
- Decoy**, 1814—
Action with the French 1814
Captured by the French 1814
The defence of Cape Coast Castle, etc. . 1873
Various operations during Ashantee war . 1873
Police service in Coanza River 1879
The bombardment of Alexandria 1882
Blockade of the Nile at Damietta 1883
Foundered off Scilly after collision. . . 1904
- Dédaigneuse**, 1801 (French)—
Chased French "Sémillante" 1806
- Defender**, 1797—
Assisted to capture four Dutch gunboats . 1799
The blockade of the French coast 1806-7
Distant and leisurely chase of two French ships 1807
Wrecked near Folkestone 1809
- Dégo**, 1800 (French)
- Delaware**, 1777 (American)
- Delft**, 1665 (Netherlands)
- Delight**, 1583 (exploration vessel)—
Gilbert's voyage of exploration to Newfoundland 1583
The campaign of the Spanish Armada . . 1588
Chudleigh's voyage of exploration to Magellan Straits 1592
Minor part in war of American Independence 1780-1
The occupation of Wilmington 1781
Foundered in the Atlantic 1781
Operations off Italian coast 1808
- The occupation and defence of Reggio . . 1808
Wrecked and burned off Reggio 1808
Wrecked in cyclone off Mauritius 1824
- Deliverance**, 1609 (exploration vessel)—
Took colonists to Virginia 1609
- Delphin**, 1807 (Danish)—
Wrecked on the Dutch coast 1808
- Demerara**, 1804—
Action with French "Grand Décide" . . 1804
Captured by the French 1804
The capture of Martinique 1809
- Demoiselle**, ? 1242
- Dennis**, 1743
- Dependence**, 1780 (American)
- Deptford**, 1652, **Deptford Prize**—
Captured one French vessel 1667
The battle of Bantry Bay 1689
The relief of Londonderry 1689
Lost off Virginian coast 1689
The battle of Beachy Head 1690
The battles of Barfleur and La Hogue . . 1692
Captured a French privateer 1692
Captured French "Nantes" 1692
Assisted to capture French "Hyacinthe," etc. . . . 1692
Vernon's attack on Cartagena 1741
Vernon's operations in Cuba 1741
Assisted to capture French "Dauphin" . 1744
Assisted to capture French "Jason" and "Hercule" 1744
The blockade and capture of Pondicherry . 1748
Byng's action off Minorca 1756
The bombardment of Le Havre 1759
Experimenting with early chronometers . 1761
The capture of Havana 1762
- Derby**, 1730 (E.I.C.). See also **Countess of Derby**—
Action with Tulagee Angria 1734
Captured by Indian pirates 1734
- De Ruijter**, 1665 (Dutch), **De Ruijter**. See also **Admiral de Ruijter**, **Geldersche Ruijter**, **Golden Ruijter**, etc.—
Wrecked at Antigua 1804
- Desire**, 1586 (exploration ship)—
Cavendish's circumnavigation 1586-8
Cavendish's second voyage of exploration 1591-3
- Désirée**, 1798 (French)—
Nelson's operations at Copenhagen . . 1801
The attack on Cuxhaven 1813
The reduction of Glückstadt 1813
- Desmaria**, 1705 (French)
- Desmond**, 1837
- Despatch**, or **Dispatch**, 1692—
Rooke's defence of the Smyrna convoy . 1693
Operations against Tulagee Angria (E.I.C.) 1756
Capsized in the Gulf of St. Lawrence . . 1778

THE KING'S SHIPS

- Assisted to capture French "Présidente" . . . 1806
 The reduction of San Sebastian . . . 1813
 With Collier on the coast of Spain . . . 1813
- Desperante**, 1805 (French)
- Destin**, 1793 (French)—
 Destroyed after capture . . . 1793
- Destiny**, 1616—
 Raleigh's last voyage . . . 1617-18
- Destruction**, 1804
- Déterminée**, 1799 (French)—
 Captured a French corvette . . . 1801
 Wrecked near Jersey . . . 1803
- Detroit**, 1812—
 Defence against American boat attack . . . 1812
 Destroyed . . . 1812
 The battle of Lake Erie . . . 1813
 Captured by the Americans . . . 1813
- Deux Amis**, 1795 (French)—
 Wrecked on Isle of Wight . . . 1799
- Deux Frères**, 1799 (French)
- Devastation**, 1804—
 Operations in River Potomac . . . 1814
 The capture of town of Alexandria . . . 1814
- Devon**, 1835
- Devonport**, 1851
- Dexterous**, 1805—
 Captured a Spanish gunboat . . . 1805
- Diable à Quatre**, 1801 (French). See also **Petit Diable**
- Diablero**, 1824 (Spanish pirate)
- Dictator**, 1783—
 Lord Keith's expulsion of the French
 from Egypt . . . 1801
 Gambier's operations at Copenhagen . . . 1807
 Saumarez's expedition to Baltic . . . 1808
 Action with Danish gunboats . . . 1812
 Captured a Danish lugger . . . 1812
- Didon**, 1805 (French)
- Dieu la Garde**, 1364
- Diligence**, 1692—
 Howe's operations at Cancale Bay . . . 1758
 Operations in West Indies . . . 1797
 The affair in Aguadilla Bay . . . 1797
 Assisted to capture French "Brutus" . . . 1797
 Operations in West Indies . . . 1798
 Wrecked near Havana . . . 1800
 Wrecked on coast of Ireland . . . 1839
- Diligencia**, 1804 (Spanish)
- Diligent**, 1776, **Diligent Prize**—
 Operations during war of American
 Independence . . . 1776-7
 Captured by the Americans . . . 1777
 Action with American "Providence" . . . 1779
 Captured by the Americans . . . 1779
- Operations against French (hired) . . . 1793
 The battle of Camperdown . . . 1797
- Diligente**, 1694 (French)—
 Captured French islands St. Pierre and
 Miquelon . . . 1793
 Captured French "Napoléon" . . . 1806
- Diogenes**, 1836 (slaver)
- Diomed**, 1801
- Diomede**, 1781—
 Assisted to capture American "South
 Carolina" . . . 1782
 Action with four French frigates . . . 1794
 Operations in Indian waters against
 Dutch . . . 1794-5
 Wrecked and lost near Trincomalee . . . 1795
 The capture of the Cape of Good Hope . . . 1806
 The capture and defence of Buenos Aires . . . 1806
 The attack upon Montevideo . . . 1806
 Other operations in River Plate . . . 1806
 Boat operations in Lake Borgne . . . 1814
- Director**, 1783—
 The battle of Camperdown . . . 1797
- Discovery**, 1602 (exploration ship)—
 Search for a North-West Passage . . . 1602
 Took colonists to Virginia . . . 1607
 Hudson's last voyage of exploration . . . 1610-11
 Button's voyage of exploration . . . 1612
 Gibbon's voyage of exploration . . . 1612-13
 Bylot's voyages of exploration . . . 1615-16
 Penn's expedition to the West Indies . . . 1655
 Burned and blown up . . . 1655
 Attempted discovery of North-West
 Passage . . . 1719
 Foundered at sea . . . 1720-21
 Attempted discovery of the North-West
 Passage . . . 1741-2
 Cook's last voyage of exploration . . . 1776-80
 Vancouver's voyage of exploration . . . 1791-5
 Lord Nelson's operations at Copenhagen . . . 1801
 Nares's Arctic exploration . . . 1875-6
 Scott's Antarctic exploration . . . 1901-4
- Discovery Dagger**, 1700
- Disdain**, 1585—
 The campaign of the Spanish Armada . . . 1588
 Took Frobisher to relieve Raleigh by
 Elizabeth's command . . . 1592
- Dithmarschen**, 1807 (Danish)
- Dixmunde**, 1801 (Netherlands)
- Dobbs**, 1745—
 Attempted discovery of North-West
 Passage . . . 1746
- Dog**, 1588. See also **Black Dog**—
 Privateering voyage to Gulf of Mexico . . . 1589
- Dolly**, 1795 (hired and armed)—
 Bridport's action off Isle Groix . . . 1795
- Dolores**, 1806 (Spanish). See also **N. S. de los Dolores**

THE KING'S SHIPS

Dolphin, 1588 (hired and armed), Dolfijn, Dolphin Prize—

The campaign of the Spanish Armada	1588
Action with five Turkish ships (armed vessel)	1617
The battle off Portland	1653
The first battle of the North Foreland	1653
The battle of Beachy Head	1690
Recaptured a British ship from French	1694
Munden's expedition to Corunna	1702
Fox's capture of De la Motte's convoy	1747
Byng's action off Minorca	1756
Assisted to sink French "Alcion"	1757
Action with French "Maréchal de Belle- isle"	1758
Experimental bottom coppering	1764
Byron's voyage of exploration	1764-6
Wallis's voyage of exploration	1766-8
Important eastern surveys (E.I.C.)	1772
The Doggerbank battle	1781
Lord Hood's occupation and operations at Toulon	1793
Minor operations against French (two hired vessels)	1793, etc.
The blockade of Cadiz	1798
The capture of Minorca	1798
Lord Keith's expulsion of the French from Egypt	1801
Captured Brazilian slaver "Firme"	1841
Captured slaver "Dores"	1841
Operations in River Parana	1845
The battle of Obligado	1845
Succoured American "Mary Adeline" in River Congo	1852
The transport of Egyptian troops	1885
Actions at Hasheen, Tofrik, etc.	1885
The defence of Suakin	1887
The occupation of El Teb, and action at Afaft, etc.	1891

Dominica, 1806—

Carried off to French at Guadeloupe	1806
Recaptured from French	1806
Capsized off Tortola	1809
Action with American "Decatur"	1813
Wrecked off Bermuda	1815

Don, 1877

Doña de Clara, 1706 (Spanish). See also Clara

Donna Anna, 1850 (slaver). See also Anna

Dorade, 1808 (French)—

Destroyed at Arcachon	1812
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Dordrecht, 1796 (Netherlands), Dortrecht

Dores, 1839 (slaver)—

Courageous passage from Accra to Sierra Leone (146 days)	1841
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Dorothea, 1818 (hired). See also Santa Dorothea—
Buchan's Arctic exploration 1818

Dorothea Catherine, 1809 (Danish). See also
Catherine, etc.

Dorothy, 1585 (armed ship)—

Raleigh's second voyage to Virginia	1585
The Earl of Cumberland's first expedition	1586
Tuckey's exploration in River Congo (transport)	1815

Dorset, 1753—

Operations against French (hired)	1793
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Dorsetshire, 1694—

The capture of Gibraltar	1704
The battle of Velez Malaga	1704
The battle off Passaro	1718
Captured Spanish "Santa Isabela"	1718
The battle off Toulon	1744
Assisted to capture French "Raisonnable"	1758
Hawke's action with De Conflans in Qui- beron Bay	1759
Dance's action with Linois (E.I.C.)	1804

Doterel, 1808—

The blockade of Lorient	1808
Chase of Jurien's squadron	1808
Gambier's operations in Basque Roads	1809
Destroyed by explosion in Magellan Straits	1881

Double Rose, 1546. See also Rose, Rose in the Sun,
Roseslip, Rosebush, etc.

Dover, 1650—

Penn's expedition to the West Indies	1655
Operations off Cadiz	1657
Operations against piracy	1657
Captured a French privateer	1693
Assisted to capture French "Fougueux"	1696
Captured French "Comte de Toulouse"	1703
Captured French "Bien Aimé"	1707
Captured French "Renommée"	1747
The capture of Martinique	1762
The capture of St. Lucia	1762
The blockade of Cape François	1762
Operations against French	1794, etc.
Captured Spanish "Los Magellanes"	1797
Burnt off Woolwich	1806
The capture of Amboyna	1810
The capture of several Dutch islands	1810
Captured Dutch "Rembang"	1810
Captured Dutch "Hoop"	1810
Wrecked off Madras	1811
First Naval iron ship	1840

Draak, 1799 (Dutch)

Dragoneare, 1653 (hired and armed)—

The first battle of North Foreland	1653
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Dragon Fly, 1906. See also Fly, Gadfly, Greenfly,
Sandfly, Mayfly, etc.

Dreadful, 1695—

The bombardment of St. Malo	1695
Burned after action	1695

Driver, 1796—

Searching neutral vessels off American coast	1806
Forbidden to enter American ports	1806

THE KING'S SHIPS

- Assisted to capture French "Junon" . . . 1809
 Minor part in New Zealand war . . . 1845
 The expedition to the Baltic . . . 1854
 Capture and bombardment of Bomarsund . . . 1854
 The expedition to the Baltic . . . 1855
 Operations in the Gulf of Bothnia . . . 1855
 The affair at Raumo . . . 1855
 Wrecked on Mariguana Island . . . 1861
- Dromedary, 1777, Dromadaire—**
 The capture of Martinique, etc. . . 1794
 Wrecked near Trinidad . . . 1800
 The Ashantee war . . . 1873-4
- Drotcherland, 1800 (Netherlands)**
- Druid, 1761—**
 Keppel's expedition to Belle Isle . . . 1761
 Action with American "Raleigh" . . . 1777
 Assisted to capture French "Ville de L'Orient" . . . 1797
 Popham's expedition to Ostend . . . 1798
 Lord Keith's expulsion of the French from Egypt . . . 1801
 Captured French "Basque" . . . 1809
 Operations at Macao . . . 1840
 The capture of Chuenpee . . . 1841
 Operations in Canton River . . . 1841
 Capture of Amoy and Tinghae . . . 1841
 Suppression of piracy . . . 1842
 The Ashantee war . . . 1873-4
 The bombardment of Aquidah . . . 1873
 The occupation of Elmina . . . 1873
 The battles of Amoaful and Ordah-Su . . . 1874
- Duc d'Aquitaine, 1757 (French)—**
 The blockade of Pondicherry . . . 1760-1
 Foundered in hurricane off Pondicherry . . . 1761
- Duc de Chartres, 1745 (French)—**
 Captured French "Aigle" . . . 1782
- Duc d'Etissac, 1781 (French)**
- Duc de la Vagnion, 1779 (French)**
- Duc d'Hanovre, 1758 (French)**
- Duc d'Orleans, 1746 (French)**
- Duchess, 1652—**
 The first battle of North Foreland . . . 1653
 The battle of Beachy Head . . . 1690
 The battles of Barfleur and La Hogue . . . 1692
 War on Franco-Spaniards in Pacific (armed vessel) . . . 1708-11
- Duchess of Gordon, 1804 (E.I.C.)—**
 The capture of the Cape of Good Hope . . . 1806
- Duchess of York, 1801. See also York, Duke of York, Duke York, etc.**
- Duchess York, 1795 (hired)—**
 Operations against French . . . 1795, etc.
- Duck, 1833**
- Duckworth, 1803 (hired)—**
 Operations against French . . . 1803, etc.
- Dufferin (Indian Naval name), 1903 ?**
- Duffield ? See also Richard Duffield**
- Duguay Trouin, 1793 (French). See also Guay Trouin—**
 Destroyed after capture at Toulon . . . 1793
- Duides, 1801 (Spanish)**
- Duif, 1799 (Netherlands)**
- Duke, 1682—**
 The battles of Barfleur and La Hogue . . . 1692
 War with Franco-Spaniards in Pacific . . . 1708-11
 Operations at St. Tropez . . . 1743
 Expended by fire at St. Tropez . . . 1743
 Talbot's privateering expedition . . . 1745
 Walker's privateering expedition . . . 1745
 Hawke's victory over De Conflans in Quiberon Bay . . . 1759
 Foundered in cyclone off Pondicherry . . . 1761
 Keppel's action with D'Orvilliers off Ushant . . . 1778
 Kempenfeldt's capture of De Guichen's convoy . . . 1781
 The battle of Dominica . . . 1782
 The attack upon Martinique . . . 1793
- Duke Bronte, 1803 (hired)—**
 Operations against French . . . 1803, etc.
- Duke Clarence, 1795 (hired). See also Clarence, etc.—**
 Operations against French . . . 1795, etc.
- Duke of Aquilon, 1757 (French). See also Aquilon**
- Duke of Clarence, 1801. See also Clarence, etc.—**
 Wrecked on coast of Portugal . . . 1804
- Duke of Kent, 1803—**
 Operations against French (hired) . . . 1804, etc.
- Duke of Montrose, 1814. See also Montrose**
- Duke of Wellington, 1852. See also Wellington—**
 The expedition to the Baltic . . . 1854
 The expedition to the Baltic . . . 1855
 The bombardment of Sveaborg . . . 1855
- The name of H.R.H. Prince George of Wales, now H.M. King George V., was borne on the books of a ship of this name as a Sub-Lieutenant from October 9th, 1885, to October 13th, 1885.
- Duke of York, 1763. See also York, Duchess of York. Duke York—**
 Operations off Brest (armed vessel) . . . 1796
- Duke William, 1763. See also William, etc.**
- Duke York, 1794 (hired). See also York, Duke of York, Duchess of York—**
 Operations against the French . . . 1794
- Dumb, 1808**
- Dumbarton, 1685 (prize from Earl of Argyre), Dumbarton Castle. See also Castle, etc.—**
 Lost . . . 1691

THE KING'S SHIPS

Dunbar, 1656

Dunira, 1814

Dunkirk, 1660, Dunkirk's Prize—

The acquisition of Bombay	1661
The first battle of the Schooneveld	1673
The second battle of the Schooneveld	1673
The battle of the Texel	1673
Wheler's operations in the West Indies	1693
Assisted to capture French "Invincible"	1694
Assisted to capture French "Diligente"	1694
The capture of Minorca	1708
Captured several French prizes	1708
Wrecked off San Domingo	1708
Walker's expedition to Quebec	1711
Captain dismissed for chasing without orders	1711
The battle of Passaro	1718
The blockade of Puerto Bello	1727
Vernon's attack on Cartagena	1741
The battle off Toulon	1744

Assisted to capture French "Alcide"	1755
Howe's operations at Chausey Islands	1756
Recaptured British "Merlin" from French	1757
Assisted to capture French "Comte de Gramont"	1757
The capture of Goree	1758
Hawke's action with De Conflans in Quiberon Bay	1759

Dunwich, 1695

Duquesne, 1795 (French)

Duras, 1795 (French)

Durham, 1860

Dursley, 1718, Dursley Galley—

The siege of San Sebastian	1719
The defence of Gibraltar	1727
Captured a Spanish guarda costa	1728
With Martin at Naples	1742
The battle off Toulon	1744

EAGLE

SPREAD EAGLE. BLACK EAGLE. EAGLET

Action with Portuguese off Surat	1594	The American War of Independence—	
The first Dutch War—		“ A case of villainous saltpetre ”	1776
The battle of Portland	1653	The defence of New York	1778
The second Dutch War—		Howe's action with D'Estaing off New York	1778
The blockade of the Zuyder Zee	1665	Boat attack at Mangalore	1780
The battle off Lowestoft	1665	The reduction of Negapatam	1781
The Four Days' Fight	1666	The capture of Trincomalee	1782
The chastisement of Algerine corsairs	1671	Hughes's action with De Suffren off Sadras	1782
The attack at Bougie Bay	1671	Hughes's action with De Suffren off Providien	1782
The War of the English Succession—		Hughes's action with De Suffren off Negapatam	1782
The battles off Cape Barfleur and La Hogue	1692	Hughes's action with De Suffren off Trincomalee	1782
The War of the Spanish Succession—		Hughes's action with De Suffren off Cuddalore	1783
Rooke's operations at Cadiz	1702	The Wars of the French Revolution and Empire—	
The capture of Gibraltar	1704	The capture of the Island of Capri	1806
The battle off Velez Malaga	1704	The blockade of Toulon	1808
The capture of Barcelona	1705	Operations at Cape Cette	1809
The War of Jenkins's Ear, and of the Austrian Succession—		The Walcheren Expedition	1809
Captured French “ Espérance ”	1746	Operations off Goro	1809
Assisted to capture French “ Bellone ”	1747	Captured French “ Corcyre ”	1811
Recaptured British “ Shoreham ” from French	1747	Boat attacks at Goro Road	1812-13
Capture of a French convoy	1747	The reduction of Farasina, Cherso	1813
Hawke's action with De l'Etenduère off Ushant	1747	Captured town of Umago	1813
Capture of a Spanish convoy	1748	The capture of Fiume	1813
The Seven Years' War—		Bombardment and operations at Rovigno	1813
Captured French “ Duc d'Aquitaine ”	1757	The capture of Trieste	1813
		The second China War—	
		Piratical operations in Bay of Coulan	1855
		The Hongkong guardian	1857
		The Somaliland campaign	1903



EAGLE.—The name generally given to the larger birds of prey which are not vultures. They are allied to the vulture and the buzzard. True eagles inhabit all the regions of the world. Some seven or eight species at least are found in Europe, of which two are resident in the British Islands. They are found mostly in the Hebrides and some parts of the Highlands, and their number has increased of late years. Sea-eagles, golden eagles, mountain eagles, and imperial eagles are among the best-known types.

The first “ EAGLE ” was acquired for the Navy by purchase in 1592.

She was a Lübecker vessel, used as a hulk, but her tonnage and dimensions are not known.

The second “ EAGLE ” was an armed East India Company's ship.

She was employed in developing trade with India and in fighting actions against the ships of other nations in defence of that trade, but of course, strictly speaking, was not one of His Majesty's ships. She is included here on account of her war services.

On February 1st, 1594, the “ Eagle,” commanded by Captain John Johnston, was one of a combined Anglo-Dutch squadron of 8 vessels under Captain John Waddell, which met 8 galleons and 16 small frigates under a Portuguese Vice-Admiral off Surat on the western side of India. An action took place and continued for two days, by which time the Portuguese had lost two admirals, and had only three ships with any masts standing. The English, however, were ready to continue the fight, but their Dutch allies had lost their admiral. On

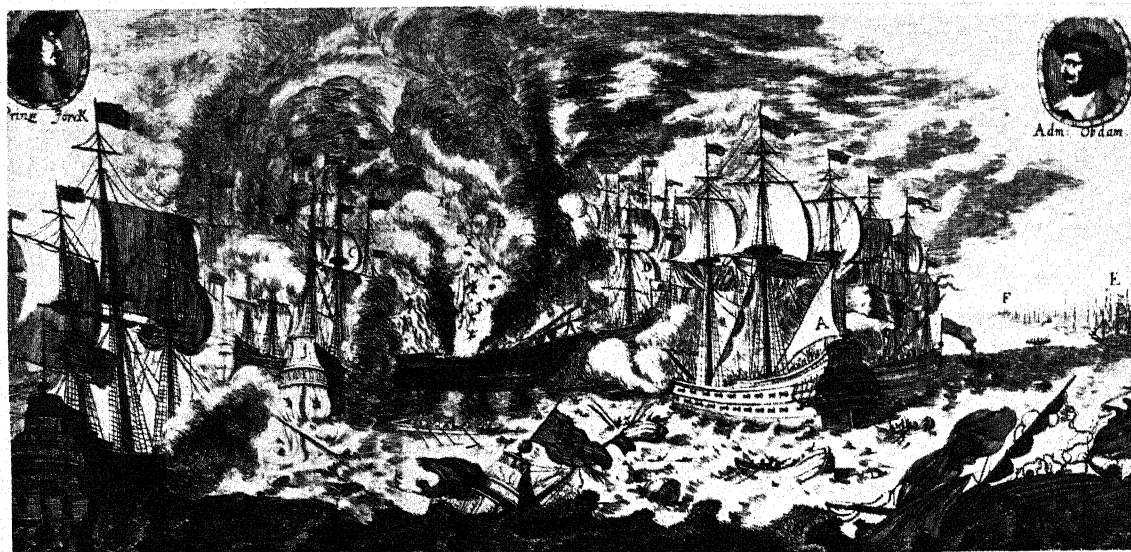
THE KING'S SHIPS

EAGLE

February 14th a further action ensued and the Portuguese fled. The Anglo-Dutch losses were roughly 58 killed and wounded, to which the "Eagle" contributed one man killed. The Portuguese lost about 800 killed and wounded.

The third "EAGLE" was a 12-gun vessel apparently of about 100 tons, captured from the Dunkirkers in 1650, as the "Aigle."

In 1653 the "Eagle" took part in the fighting with the Dutch known as the battle of Portland. The Dutch fleet, which was escorting a convoy of 200 sail to Holland, was commanded by Admiral Tromp and consisted of about 85 sail. The English, under "Admiral and General" Robert Blake, were of about equal strength, though accounts differ very much as to their number, and it is only quite recently that the Navy Records Society have issued a list of the ships supposed to be engaged. The first action took place on February 18th, when Tromp fell upon an inferior number of ships under Blake, a large number of the English fleet being too far to leeward to engage. This action was followed by a three days' running fight up Channel, but disorder crept in as the Dutch convoy lost faith in their escort, and many



Engraved by G. A. Wolfgang.

THE BATTLE OFF LOWESTOFT.

British Museum.

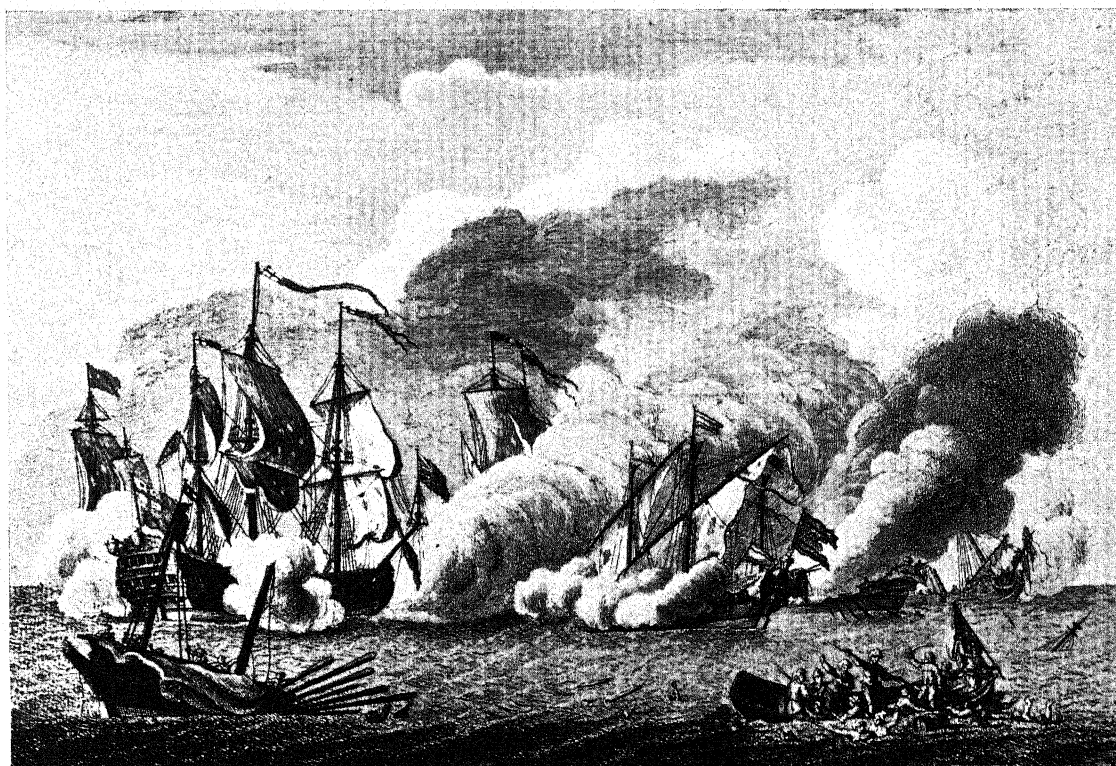
Dutch men-of-war took to flight when their ammunition was expended. The Dutch disappeared during the night of the 20th-21st, and the English victory was assured. Accounts of the losses differ considerably, but it appears that the Dutch lost about 20 ships, 2000 men killed, many wounded, 1500 prisoners, and about 40 of their merchant convoy. The English lost some 300 killed, 800 wounded, and were compelled to abandon and sink one ship. Two or three English ships were captured by the Dutch, but were subsequently retaken. Several of the best English ships were absent from this fight owing to injuries received at the battle of Kentish Knock, or doubtless this affair would have been more decisive.

The fourth "EAGLE" was launched in 1654 during the Commonwealth. She was originally christened "Selby" after the Yorkshire town to commemorate the recapture of that place from the Royalist forces, but she was renamed "Eagle" at the Restoration. She was a 22-gun vessel of 305 tons, with a crew of 145 men. Her length, beam, and draught were 85 ft., 26 ft., and 12 ft. She subsequently became a fireship with a crew of 45 men.

In 1665 the "Eagle" was one of a fleet of 109 men-of-war, frigates, and armed merchantmen, besides 28 fireships and ketches under the command of the Duke of York, who flew his flag as Lord High Admiral in "Royal Charles." The fleet mounted in all 4192 guns, and was manned by 21,000 sailors, marines, and soldiers. It sailed for the Texel on April 21st, blockaded the Zuyder Zee, captured a number of Dutch merchantmen, and then returned to the Thames.

The Dutch at once mobilised 103 men-of-war, 7 frigates, 7 yachts, 11 fireships, and 12 galliots, mounting in all 4869 guns, with 21,556 officers and men. The two fleets met and the action known as the battle off Lowestoft began at 3 A.M. on June 3rd. The Lord of Obdam commanded the Dutch fleet, and his flagship hotly engaged the English flagship. The "Royal Charles" was on the point of surrender when the Dutch flagship blew up, and only 5 men out of 409 were saved. The Lord of Obdam perished with his ship. After a fierce fight the Dutch were in full flight at 7 P.M. Fourteen Dutch ships were captured and brought into port, 4 were abandoned as unseaworthy after capture, and 14 were destroyed. The Dutch lost 4000 men killed and 2000 were taken prisoners. The English lost one ship taken, 250 men killed, including two flag-officers, and 340 wounded; 200 prisoners also were taken by the Dutch.

After the Dutch were brought to confusion, the Duke of York failed to chase them.



After P. Monamy. Engraved by P. Fourdriniere.

ENGLISH AND ALGERINE PIRATES.

British Museum.

His wife had told his servants to do all they could to prevent him doing too much, and his conduct was much criticised.

On May 2nd, 1671, the "Eagle" was in the Mediterranean under Admiral Sir Edward Spragge. The Admiral was fighting and disabling on every possible occasion the numerous Algerine corsairs which infested the Mediterranean. Sir Edward Spragge found a number of these pirates in Bougie Bay and attacked them on the night of May 2nd. The "Eagle" was placed under the command of the first lieutenant of the "Revenge," Lieutenant Dominic Nugent, who had with him all the boats of the squadron. They proceeded into the harbour with orders to fall upon the enemy at midnight, but darkness and some misapprehension of Nugent's orders caused the enterprise to fail, and the only result was the useless expenditure of the "Eagle" in her duty as a fireship of the fleet.

The fifth "EAGLE" was a small vessel known as the "Spread Eagle."

In 1666 the "Eagle" took part in the operations against the Dutch which culminated in the Four Days' Fight between Dunkirk and the Downs. The English were commanded by the Duke of Albemarle, who flew his flag in "Royal Charles," and the Dutch were under Admiral M. A. de Ruijter. The Dutch lost 6 or 7 vessels sunk or burned, and 2000 officers

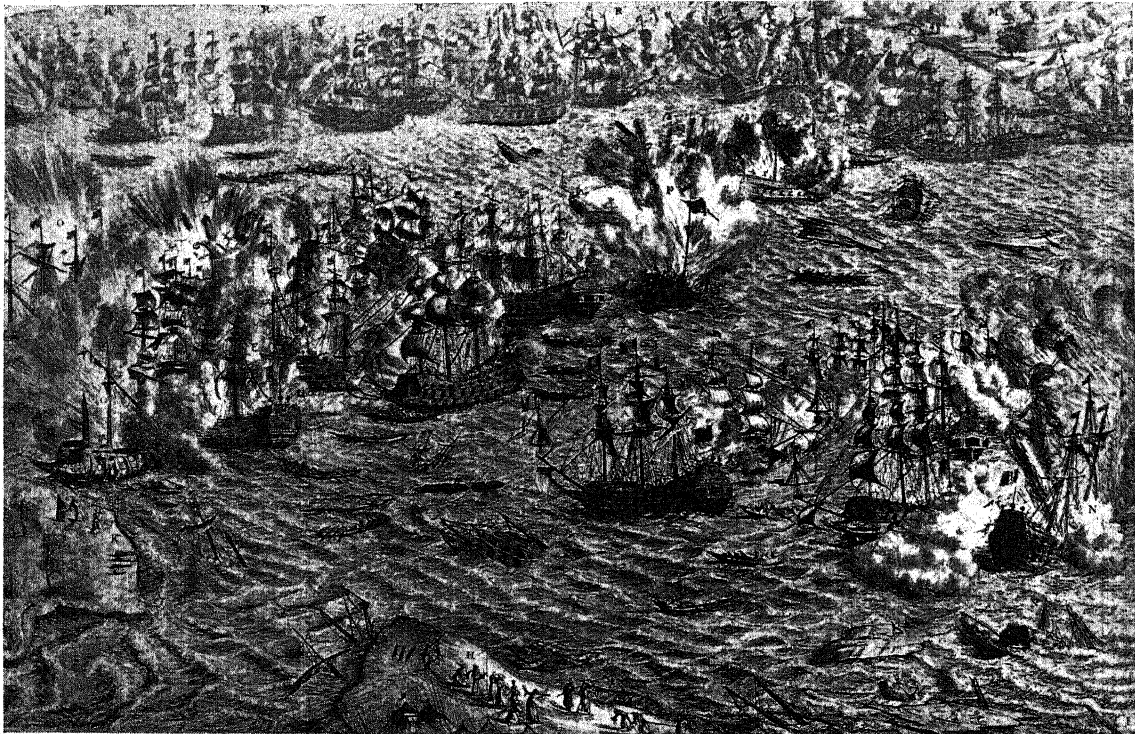
THE KING'S SHIPS

EAGLE

and men killed and wounded. The English lost much more heavily—some 5000 lives and 20 ships. Two British flag-officers were among the slain—Vice-Admiral Sir Christopher Myngs, who flew his flag in "Victory," and Vice-Admiral Sir William Berkeley, a promising young officer of twenty-seven years of age, who flew his flag in "Swiftsure." The English were badly beaten, and the "Spread Eagle" was one of the captured ships which were taken over to Holland.

The sixth "EAGLE" was a 70-gun ship launched at Portsmouth in 1679. She was of 1047 tons and carried a crew of 460 men. Her length, beam, and draught were 120 ft., 40 ft., and 18 ft.

In 1692 the "Eagle," commanded by Captain John Leake, was in the Centre or Red



Engraved by J. Sarrahat.

BATTLE OFF BARFLEUR.

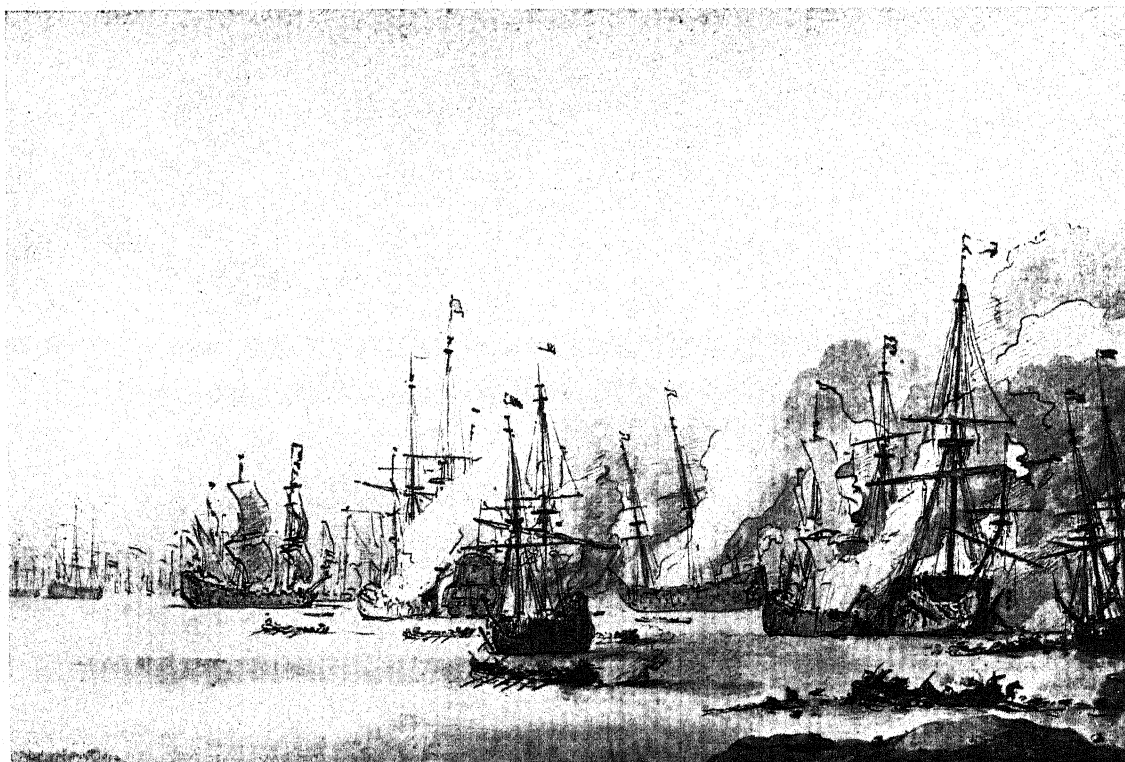
British Museum.

squadron of the fleet commanded by Admiral of the Fleet Edward Russell, who flew his flag in "Britannia," as Commander-in-Chief of the combined Anglo-Dutch forces.

The Anglo-Dutch fleet consisted of 99 ships of the line, 38 frigates, and fireships, and 6756 guns. The French fleet consisted of 44 ships of the line, 13 frigates, and fireships, with 3240 guns. The fleets met off Cape Barfleur on May 19th, 1692. The French were commanded by Admiral Tourville, who two years previously had defeated the Anglo-Dutch in the battle of Beachy Head. The action began at 10 A.M. and was brought to a conclusion during the evening by thick fog. On May 20th and 21st the French were defeated, pursued, and scattered. On May 23rd Vice-Admiral Rooke was ordered to destroy all the French shipping in the Bay of La Hogue. His flag had previously flown in "Neptune," but for this occasion he transferred it to "Eagle." The boats of the fleet were got out as the French had hauled their vessel close in to the shore. The French troops destined for the invasion of England assisted in the defence; the cavalry rode down to the boats, and were pulled off their chargers by the seamen's boathooks. On May 22nd and 23rd twelve French men-of-war were burned. The French undoubtedly made a most gallant defence, but were completely defeated at the conclusion of the six days' operations. Twenty French ships saved themselves by flight through the dangerous race of Alderney, and four even went all the way round Scotland ere they reached a French port in safety.

In 1699 the "Eagle" was rebuilt at Chatham.

In 1702 the "Eagle" was one of a combined Anglo-Dutch fleet under Admiral Sir George Rooke operating against the Franco-Spanish allies. Our fleet consisted of 30 English and 20 Dutch ships of the line, besides cruisers, bombs, fireships, storeships, and transports, etc.—160 sail in all. The fleet anchored about 6 miles from Cadiz on August 12th. On August 15th, after much indecision and many councils of war, a landing was effected at Rota, and on the 16th Rota surrendered after some small resistance. The men on shore then became completely demoralised with wine and licentiousness. Nothing further was done by Admiral Rooke except hold councils of war, and the fleet left the neighbourhood of Cadiz on September 19th. Owing to the narrowness of the waters the "Eagle" did not take part in the subsequent operations at Vigo Bay, which resulted in the destruction of 41 of the enemy's craft and the capture of enormous treasure and booty.



Drawn by W. Van de Velde, Senior.

THE BATTLE OFF LA HOGUE.

British Museum.

In 1704 the "Eagle," commanded by Lord Archibald Hamilton, took part in the capture of Gibraltar. As she anchored in the Bay with the fleet the forts fired, so that the ships were compelled to warp farther out. Eighteen hundred marines were landed, the only opposition to this operation coming from 50 Spanish troopers who quickly retired with the loss of one man. On July 22nd the fleet warped into position for bombarding, the manœuvre lasting until well into the night. The "Eagle" was one of a group told off to attack the town and South Bastion. On the 23rd the bombardment began at 5 A.M., and the English fleet acted with such vigour and made so much smoke that Admiral Byng reduced the expenditure of ammunition by ordering that only lower-deck guns were to be used. During the afternoon firing ceased, the boats of the squadron were manned and armed, and the men landed. The Spaniards blew up a mine which did as much damage to themselves as to the attackers, and after some small resistance the flag was planted on a redoubt half-way between the New Mole and the town. On July 24th, 1704, the town surrendered. The fortress was not a difficult capture, as although there were 100 guns, the Spanish garrison only numbered 80 officers and men. But these 80 Spaniards fought exceedingly well, and the allies lost 61 killed and 260 wounded. Nine Dutch men-of-war co-operated in the attack on the Old Mole.

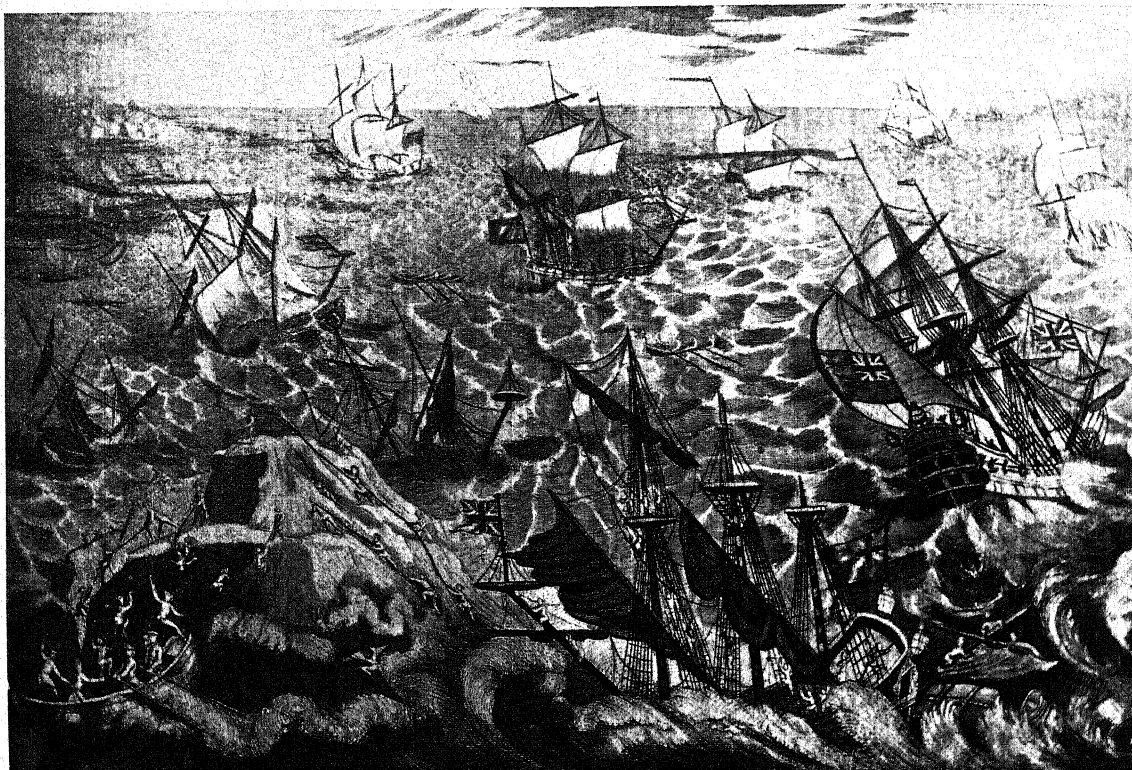
The "Eagle" then rejoined the fleet in the Straits, stood over to the Barbary coast, and

THE KING'S SHIPS

EAGLE

watered, and then continued the search for the French fleet. This was found near Cape Malaga in a small gale on August 12th. The Anglo-Dutch fleet consisted of 51 ships mounting 3636 guns under Admiral of the Fleet Sir George Rooke. The Franco-Spanish fleet consisted of 51 ships with 3596 guns under Admiral Count de Toulouse. A battle took place on August 13th, 1704, off Velez Malaga. The engagement lasted from 10 A.M. to 7 P.M. when the Franco-Spaniards hauled off. On neither side was any ship taken, and it was a drawn battle. A large body of the enemy fell on the "Eagle" and three other ships, and compelled them to defend themselves vigorously. Two hours before nightfall the "Eagle" had to be towed out of the line, having run out of shot.

In September 1705 the "Eagle" took part in Sir Cloudesley Shovel's expedition to the Mediterranean, which resulted in the capture of Barcelona from the French.



From an old print published by W. Rayner.

Royal United Service Institution.

THE GREAT STORM.

On October 22nd, 1707, the "Eagle," commanded by Captain Robert Hancock, while returning to England from the Mediterranean, ran ashore in foggy weather on the Scilly Islands. The ship was lost with all hands.

The seventh "EAGLE," or "Eaglet," was a 95-ton advice boat, launched at Rotherhithe in 1691. She carried a crew of 50 men, and her length, beam, and draught were 62 ft., 19 ft., and 9 ft.

The eighth "EAGLE" was a 10-gun advice vessel, launched at Arundell in 1696. She was of 153 tons, and carried a crew of 45 men. Her length, beam, and draught were 76 ft., 21 ft., and 8 ft.

After returning from the Mediterranean, where she had taken part in an ill-designed expedition under Admiral Sir Cloudesley Shovel, the "Eagle" lay at anchor in the Downs awaiting orders. On November 26th, 1703, a violent storm arose, accompanied by thunder and lightning. In London alone one million pounds worth of damage was suffered. Twelve

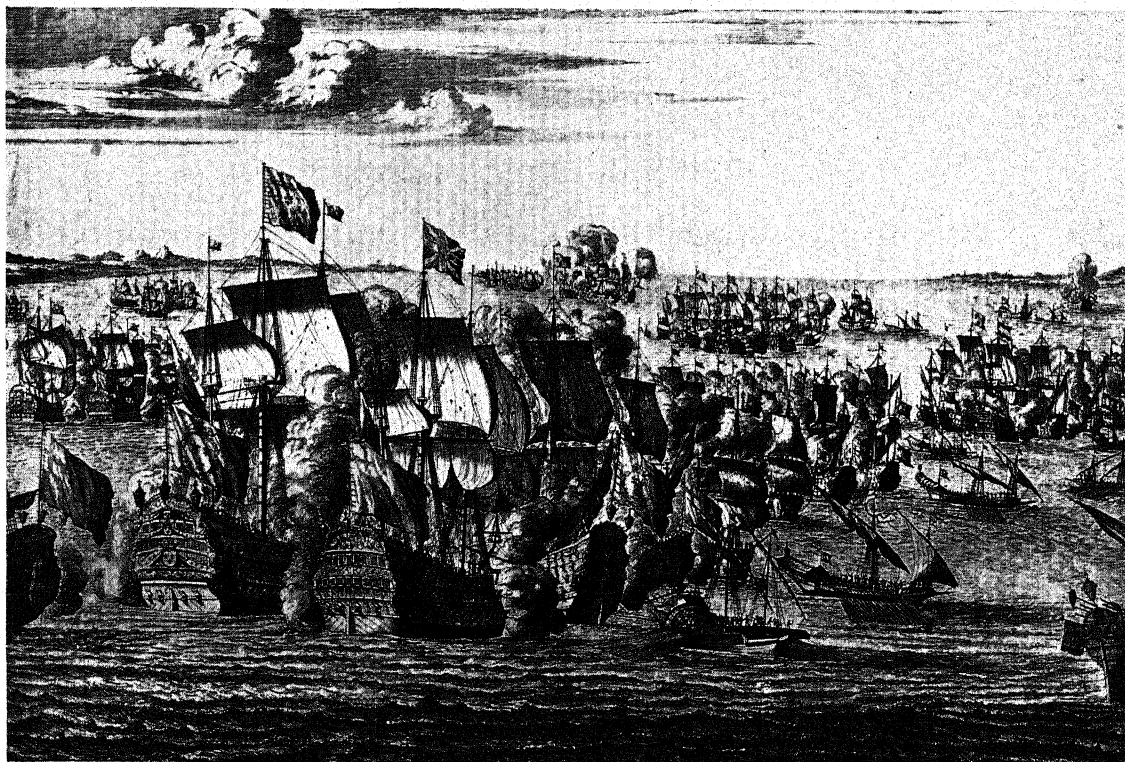
men-of-war were driven ashore and lost, including the "Eagle" which found her grave on the Sussex coast.

The ninth "EAGLE" was a small fireship which was eventually sunk as a breakwater.

The tenth "EAGLE" was a 60-gun ship, launched at Harwich in 1745. She was of 1130 tons, and carried a crew of 420 men. Her length, beam, and draught were 147 ft., 42 ft., and 17 ft.

In 1746 the "Eagle" captured the French 16-gun ship "Espérance."

In the summer of 1747 the "Eagle," commanded by Captain George Bridges Rodney,



After Isaac Sailmaker.

THE BATTLE OF VALEZ MALAGA.

British Museum.

assisted by the "Edinburgh" and "Nottingham," captured the French 36-gun frigate "Bellone" bound from Nantes to the East Indies.

In 1747 the "Eagle" recaptured from the French the British man-of-war "Shoreham."

In June 1747 the "Eagle," commanded by Captain George B. Rodney, was one of a small squadron of 6 ships and 2 fireships under the orders of Captain Thomas Fox in "Kent." On the 20th they fell in with a large fleet of French West Indiamen, to the westward of the Bay of Biscay. These were escorted by a squadron of four French men-of-war. The French escort did not wait to give battle, but fled into Brest, and about fifty West Indiamen to the value of upwards of a million pounds were captured.

In October 1747 the "Eagle," commanded by Captain George B. Rodney, was one of an English fleet of 14 ships and frigates under Rear-Admiral Edward Hawke with his flag in "Devonshire." On October 14th they sighted a French convoy of 242 merchantmen, escorted by 10 men-of-war under Admiral De l'Etenduère. The French Admiral at first mistook the British ships for part of his own convoy, but upon discovering his mistake he detached one ship with the merchantmen, who reached port in safety. Hawke at once chased the remaining men-of-war, and an action followed. The French behaved with admirable courage, but were overpowered and beaten by sheer weight of numbers. They had in the line 8 ships, of which

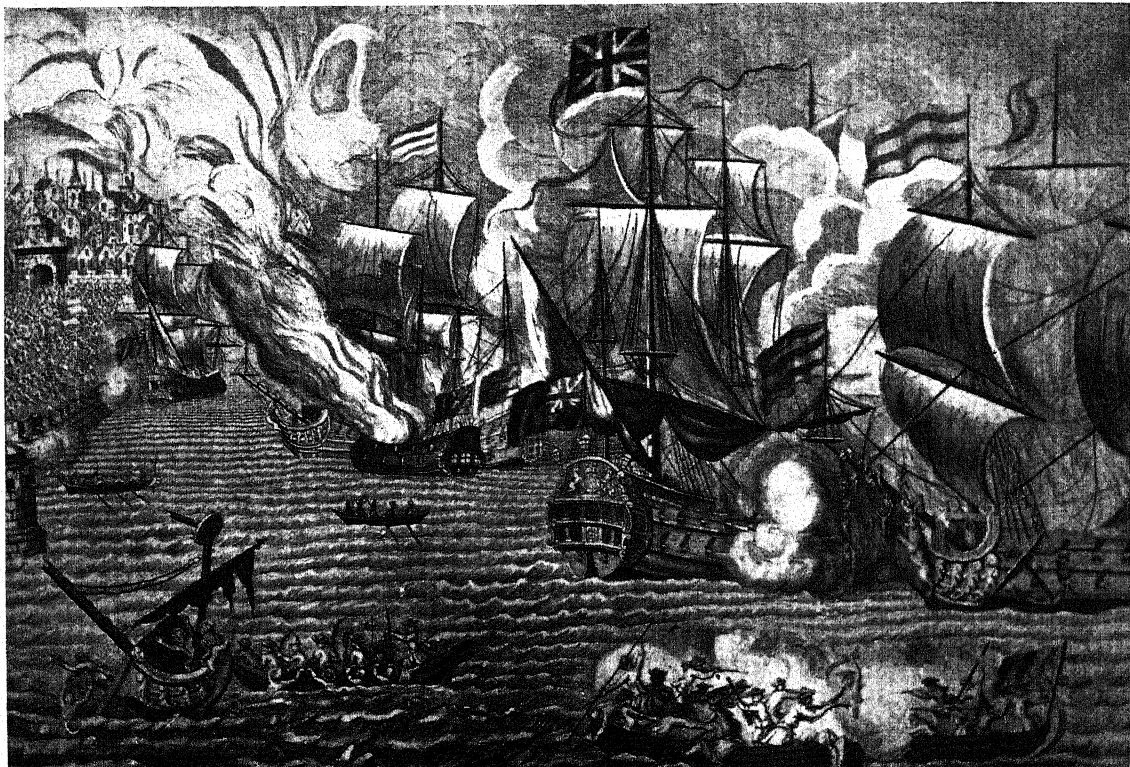
THE KING'S SHIPS

EAGLE

6 were captured. The flagship "Tonnant" and the "Intrépide" managed to escape though chased by the "Eagle." The British ships were so mauled that they could not pursue the convoy. The French lost 800 killed and wounded. The English lost 154 killed, including 1 captain, and 558 wounded, to which the "Eagle" contributed 16 killed and 54 wounded. Rear-Admiral Hawke was knighted for this service.

In March 1748 the "Eagle," commanded by Captain George B. Rodney, assisted to capture a Spanish convoy off Cape Canton.

On May 30th, 1757, the "Eagle," commanded by Captain Hugh Palliser, with the "Medway" in company, met and engaged the French East Indiaman "Duc d'Aquitaine." This French vessel was powerfully armed with 50 18-pounders and was manned by a crew of 500 men. The "Eagle" reached her first, and after a stiff action in the Bay of Biscay, in



From an old print published by W. Rayner.

THE CAPTURE OF BARCELONA.

Royal United Service Institution.

which the French ship was most heroically defended, the "Duc d'Aquitaine" was forced to strike her colours. A proof of her gallant resistance is shown by the fact that she had 50 men killed, lost her main and mizzen masts, and had 97 holes in her hull. The prize was brought into the service at a cost to the "Eagle" of 42 killed and wounded.

In September 1757 the "Eagle," commanded by Captain Hugh Palliser, was one of a fleet commanded by Vice-Admiral Holburne which left Halifax with the intention of blockading the French into Louisburg, Cape Breton Island. On September 24th a terrible hurricane sprang up and dispersed the squadron when about 60 miles south of Louisburg. The "Eagle" was in great distress, but after having thrown overboard some of her guns, she arrived in England completely dismasted, and with 8 feet of water in her hold.

It is interesting to note that on board the "Eagle" at this time was an able seaman named James Cook, who in later years became Captain James Cook, the leader of many a perilous voyage of discovery.

In February 1767 the "Eagle" was sold.

The eleventh "EAGLE" was a 16-gun vessel built at Bombay in 1754 for the Bombay Marine.

The twelfth "EAGLE" was a 60-gun ship, launched on the Thames in 1774. She was of 1372 tons, and carried a crew of 500 men. Her length, beam, and draught were 160 ft., 44 ft., and 18 ft.

On July 12th, 1776, the "Eagle," flying the flag of Vice-Admiral Lord Howe as Commander-in-Chief of the Naval forces to be employed in the war with the American Colonies, arrived at New York. While this ship was lying at anchor near Governor's Island a man named Lee attempted to blow her up with a kind of explosive machine. He approached at night in a kind of submarine boat, but failed to secure the mine to the ship's side. The screw he tried to use for the purpose came into contact with a sheet of thick copper on the "Eagle's" side, and his craft did not provide a sufficiently firm standing for boring through this metal. The "Eagle" opened fire on him in the morning, but he managed to escape, leaving floating near the ship a "case of villainous saltpetre," which presently exploded without doing any harm.

In 1778 the "Eagle," commanded by Captain Henry Duncan and flying the flag of Vice-Admiral Lord Howe, was one of a fleet of 15 ships moored across the entrance to New York harbour. On July 22nd, 1778, a French fleet under Admiral D'Estaing approached to attack, but believing there was less water upon the bar than there really was, it stood away again and did not attack.

On August 9th, 1778, the "Eagle," flying the flag of Vice-Admiral Lord Howe, put to sea from New York in a fleet of 15 ships of the line, 7 frigates, 3 fireships, 2 bombs, and 4 galleys. A French fleet under Admiral D'Estaing approached to attack. On August 9th, 10th, and 11th the two fleets manœuvred for position. On the 11th Lord Howe shifted his flag to a small ship, and placed himself between the two fleets for the purposes of observation. That night the sea was too rough for his lordship to return to the "Eagle," and a storm sprang up which threw the two fleets into confusion, scattering the ships and causing numerous disasters. On the evening of August 13th, two French and two English ships engaged with indecisive results, and one English and one French ship fought a small action on the 14th. The squadron re-assembled at New York on August 17th.

On March 7th, 1779, the "Eagle," commanded by Captain Ambrose Reddall, sailed from England bound for the East Indies in a squadron of 7 vessels commanded by Rear-Admiral Sir Edward Hughes with his flag in "Superb."

In December 1780 the boats from the "Eagle" took part in an attack on a number of craft at Mangalore, belonging to Hyder Ali, the Sultan of Mysore, with whom the British were at war. The boats captured or destroyed one 28-gun ship, one 26-gun ship, and many smaller vessels. In this attack the British lost 1 lieutenant and 10 men killed, and 2 lieutenants and 51 men wounded.

In 1781 the "Eagle," commanded by Captain Ambrose Reddall, was one of a squadron commanded by Rear-Admiral Sir Edward Hughes which effected the reduction of Negapatam.

On January 5th, 1782, the "Eagle," commanded by Captain Ambrose Reddall, arrived off Trincomalee in a squadron commanded by Vice-Admiral Sir Edward Hughes with his flag in "Superb." A force of 500 sepoys and a battalion of seamen and marines were landed, and on the 5th the Royal Marines captured Trincomalee Fort. On the 11th Fort Ostenburg was successfully stormed by the seamen and marines, and the Dutch capitulated. The British lost 21 killed and 42 wounded. A garrison was then left in charge of the place, the Dutch were permitted to remain, and the British forces withdrew.

On February 17th, 1782, the "Eagle," commanded by Captain Ambrose Reddall, was one of a British fleet of 11 vessels under Vice-Admiral Sir Edward Hughes with his flag in "Superb." An action was fought off Sadras with a French fleet of 18 vessels under Admiral de Suffren with his flag in "Héros." On February 16th the French were sighted off Madras with their transports some distance away. The English chased and captured 10 of the transports. The two fleets met on the following day, and an indecisive action resulted. Eight French ships endeavoured to contain and capture five English vessels without success. In the evening the French hauled off and anchored at Pondicherry. The English proceeded to Trincomalee to



*After T. Gainsborough.
Engraved by W. T. Fry.
T. H. Parker, Brothers.*

Howe

refit, having suffered a loss of 32 killed, including 2 captains, and 83 wounded. The French lost 30 killed and about 100 wounded.

On April 12th, 1782, the "Eagle" again fought the French off Providien. The English and French fleets were commanded as in February by Vice-Admiral Sir Edward Hughes and Admiral de Suffren. The fleets sighted one another on April 9th, and manœuvred for position for three days. An action began on April 12th, which resolved itself into a hot fight between 3 French and 2 English ships, and was one of the fiercest in Naval annals. It lasted until 8 P.M., by which time the British had lost 137 killed and 430 wounded, and the French 137 killed and 357 wounded. The two fleets remained at anchor for a week, refitting in the open sea, only 2 miles apart, and then separated.

On July 6th, 1782, the two fleets met again and fought an action known as the battle of



From an old print published by W. Rayner.

LOSS OF SIR CLOUDESLEY SHOVEL'S SQUADRON.

Royal United Service Institution.

Negapatam. The action began at 11 A.M. and was of a spirited nature, but of indecisive character. The losses in the action were 77 killed and 233 wounded on the British side, and the flag-captain was among the slain. The French lost 178 killed and 601 wounded. The "Eagle" conducted herself with great distinction throughout the fight.

On September 3rd, 1782, the "Eagle" was in the action between the two fleets fought off Trincomalee. Vice-Admiral Sir Edward Hughes appeared off Trincomalee, and found that De Suffren had captured the place and that hostile flags were flying on the works. Admiral de Suffren pursued, and the fleets manœuvred until 2.30 P.M. when an engagement began at half-cannon shot. A hot, but indecisive action followed, and at 6 P.M. Sir Edward Hughes proceeded to Madras to avoid the break-up of the south-west monsoon. The British lost 51 killed, including 3 captains, and 283 wounded. The French lost 82 killed and 255 wounded.

On June 20th, 1783, the "Eagle" was in the action between the two fleets known as the battle off Cuddalore. The English fleet consisted of 21, and the French fleet of 18 vessels. The fleets met, and an action began at 4 P.M. on June 20th and lasted 3 hours. The curious point about this action is that, unknown to either of the belligerents, it was fought five months after the preliminaries of peace had been signed. The English loss was 99 killed and 434 wounded, while the French suffered 102 killed and 386 wounded. Though no ships were taken

on either side the French gained a victory tactically and strategically for they prevented the reduction of Cuddalore by this action.

In 1797 the "Eagle" was converted into a Medway prison ship, and was renamed "Buckingham."

The thirteenth "EAGLE" was a 4-gun gunboat bought in 1794. She was of 71 tons, and carried a crew of 30 men. Her length, beam, and draught were 68 ft., 15 ft., and 7 ft.

In 1804 the "Eagle" was sold out of the service.

The fourteenth "EAGLE" was the French 12-gun gunboat "Ventura," captured in 1803. She was of 158 tons, and carried a crew of 55 men. Her length, beam, and draught were 74 ft., 22 ft., and 7 ft.



Painted by D. Serres, R.A.

HUGHES'S ACTION OFF NEGAPATAM.

The Painted Hall, Greenwich.

This vessel's name was subsequently changed to "Eclipse."

The fifteenth "EAGLE" was a 74-gun ship, launched at Northfleet in 1804. She was of 2340 tons, and carried a crew of 590 men. Her length, beam, and draught were 174 ft., 48 ft., and 18 ft.

On May 11th, 1806, the "Eagle," commanded by Captain Charles Rowley, was in the Bay of Naples as one of a squadron of five ships commanded by Rear-Admiral Sir William Sydney Smith. On this day the "Eagle," assisted by two Neapolitan gunboats, opened a heavy fire on the defences of the Island of Capri. A storming party of seamen and marines was landed, and mounted the heights with such impetuosity that the garrison quickly agreed to capitulate. The British lost 2 killed and 10 wounded.

In 1808 the "Eagle," commanded by Captain Charles Rowley, was engaged in the blockade of Toulon in a fleet of 11 ships, commanded by Vice-Admiral Edward Thornborough with his flag in "Royal Sovereign."

In July 1809 the "Eagle" destroyed a battery at Cape Cette in the Mediterranean.

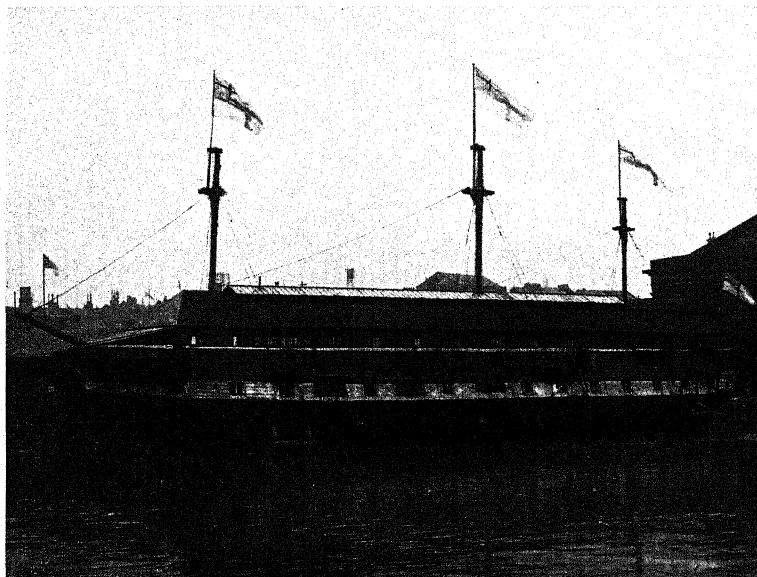
In September 1809 the "Eagle," commanded by Captain C. Rowley, joined a fleet of 246 men-of-war of various kinds which had sailed from the Downs in July under Rear-Admiral

Sir Richard Strachan with his flag in "Venerable." Forty thousand troops accompanied the expedition, and many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde and at Antwerp, to render the Schelde no longer navigable for big French ships, and to demolish the dockyards at Flushing, Antwerp, and Ter Neuze. This affair was of a military rather than a Naval character. The fleet assisted by the bombardment, siege, and capture of Flushing, and also in the landing of a Naval Brigade, and in the capture of the Island of Walcheren. But the Earl of Chatham was fonder of his own personal comfort than of work, and after the Island of Walcheren, with its batteries, basins, and arsenals, had been destroyed the British force withdrew.

In December 1809 the "Eagle" gallantly captured 23 French coasters off Goro Road near the mouth of the Po, under a battery.

On November 27th, 1811, the "Eagle," commanded by Captain Charles Rowley, chased and captured in the Adriatic the French 40-gun frigate "Corcyre," which at the time was armed *en flute* with 28 guns.

On September 17th, 1812, the "Eagle," commanded by Captain Charles Rowley, sent



Lieutenant George Reeves, R.N.
THE FIFTEENTH "EAGLE."

her boats, under Lieutenant Cannon, into Goro Road, near Punta della Maestra, to attack a French convoy. Twenty-one sail and two 1-gun gunboats were captured with a British loss of Lieutenant Cannon and 2 men killed, and 3 men slightly hurt.

On April 29th, 1813, the boats from the "Eagle," Captain Charles Rowley, together with those from the "Elizabeth," attacked and captured in Goro Road 5 French merchantmen, and destroyed another which had taken shelter under the batteries. The British suffered no casualties.

On May 11th, 1813, the "Eagle," commanded by Captain Charles Rowley,

attacked Farasina on the Island of Cherso. The works were cannonaded, and then stormed and carried by the seamen and marines. The guns were disabled and the batteries reduced, with a British loss of only one midshipman wounded.

On June 8th, 1813, the "Eagle," commanded by Captain Charles Rowley, assisted by the "Elizabeth," captured the town of Umago on the Istrian coast, and at the same time the boats destroyed a 2-gun battery, and captured four merchantmen with a loss of 1 man wounded.

On July 3rd, 1813, the "Eagle," commanded by Captain Charles Rowley, was one of a squadron of five ships, commanded by Rear-Admiral Thomas Francis Fremantle with his flag in "Milford," which attacked the town of Fiume. The sea-face batteries were silenced, and Fremantle gave the order to land and storm. Led by the captains in their gigs the men landed, captured two forts, dashed through the town in spite of the fire from the windows and a field-gun in the main street, and drove the defenders into a large house in the chief square. The French then fled, whereupon all stores were taken possession of, and all guns rendered useless. Some 90 vessels were captured in the harbour, and the British lost only 1 man killed and 6 wounded.

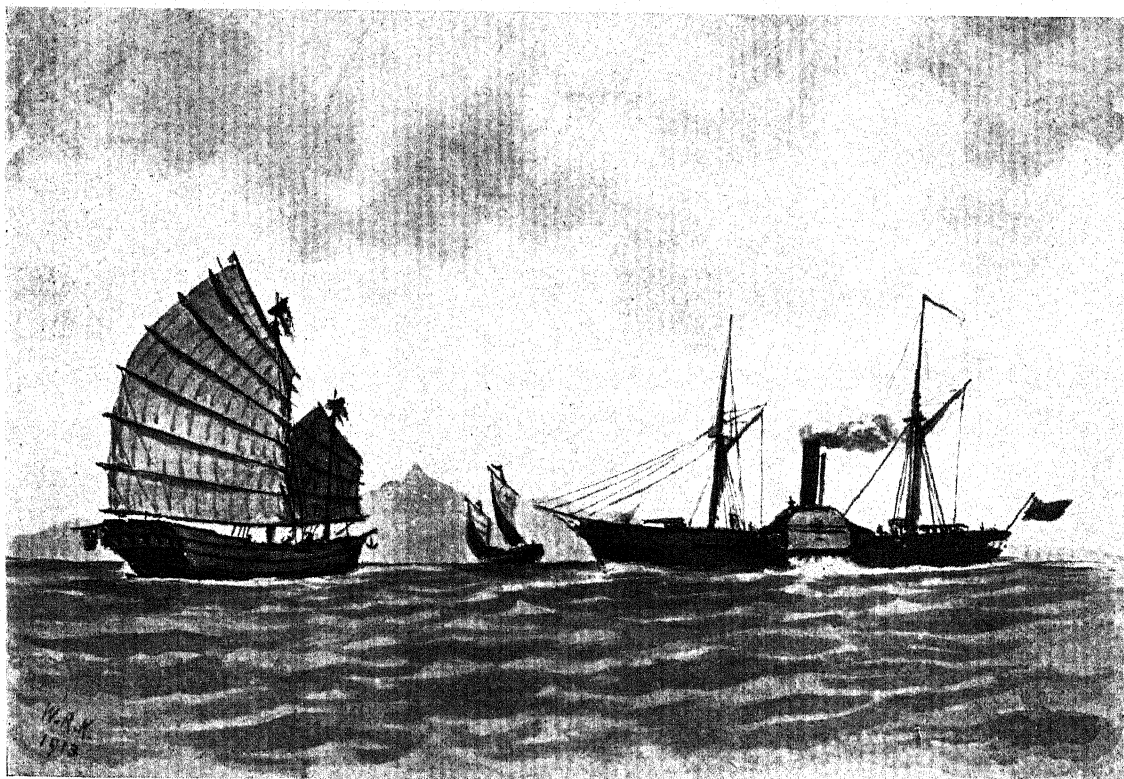
On August 2nd, 1813, the "Eagle," Captain Charles Rowley, in company with the "Bacchante," discovered a convoy of 21 French sail in Rovigno. The ships silenced the batteries, which were at once abandoned, and landed seamen and marines. These cleared the town, disabled the guns, and brought out or destroyed the whole convoy, suffering no greater loss than one marine wounded.

THE KING'S SHIPS

On October 5th, 1813, the "Eagle," commanded by Captain Charles Rowley, arrived off Trieste to co-operate with the Austrians against the French in a squadron commanded by Rear-Admiral Thomas Francis Fremantle. A systematic siege was laid to the castle, and by the 16th the British had 12 guns in battery. On October 29th the French capitulated, the Naval loss being 10 killed and 35 wounded.

In 1814-16 the "Eagle" underwent extensive repairs, and she remained at Chatham until razéed fifteen years later.

After being cut down to a 50-gun ship at Chatham in 1831, the "Eagle" became a coast-guard ship, first at Falmouth and then at Milford in 1858. In 1860 she became a drill ship at Southampton Water, and in 1862 she was shifted to Liverpool as a drill ship for the Royal



Specially drawn for this work by Admiral Sir William R. Kennedy.

THE SEVENTEENTH "EAGLE" (EAGLET).

Naval Reserve. In 1910 she was taken over by the Mersey Division of the Royal Naval Volunteer Reserve.

The sixteenth "EAGLE" was an 11-gun ship of 110 tons, captured from the Americans on Lake Champlain in June 1813.

Her name was subsequently changed to "Finch."

The seventeenth "EAGLE" was a hired 9-gun 5-knot paddle vessel, known as the "Eaglet." Her Chinese name had been "Toewan."

In August 1855 the "Eaglet" was one of a combined British-American expedition which attacked a large number of pirates in the Bay of Coulan. The "Eaglet" made a vigorous use of rockets and of her 32-pounder. Twenty junks were captured or destroyed, 500 pirates were killed and about 1000 were taken prisoners, 200 guns large and small were taken, the allies' loss being 8 killed and 15 wounded.

In February 1857 the "Eaglet" was commissioned by Midshipman W. R. Kennedy, of the "Calcutta," and acted as a patrol vessel at Hongkong to prevent an attack on the fleet by Mandarin junks. This she successfully accomplished, and Admiral Sir William Kennedy

THE KING'S SHIPS

EAGLE

relates in his *Hurrah for the Life of a Sailor* that although an attack was actually projected, it was abandoned because of the "fireship" which kept guard during the night.

The eighteenth "EAGLE" was a paddle yacht named the "Black Eagle," launched at Limehouse in 1831. She was of 540 tons and 260 horse-power. Her length, beam, and draught were 168 ft., 26 ft., and 9 ft.

In 1843 she underwent radical alterations at Deptford.

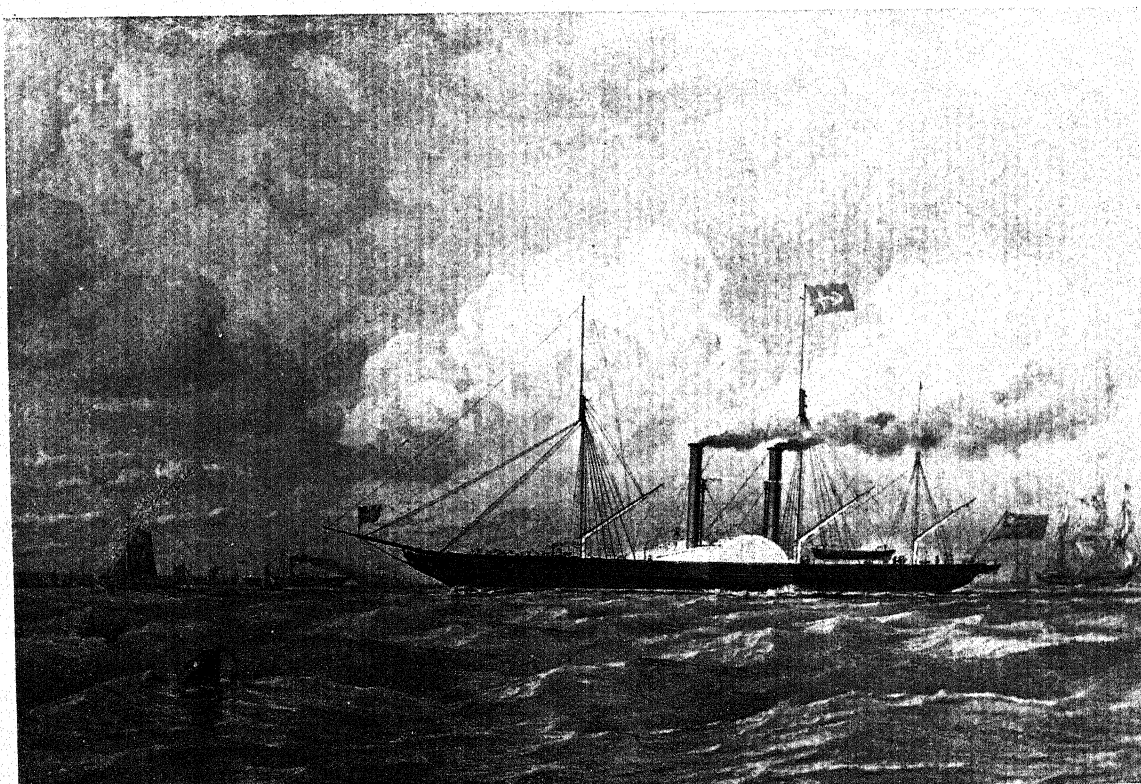
In 1876 this yacht was broken up at Portsmouth.

The nineteenth "EAGLE" was an 118-ton yawl-rigged vessel which for many years was employed as a coastguard sailing cruiser in the Firth of Forth.

In 1893 the "Eagle" was sold.

The twentieth "EAGLE" was a small dhow, armed with one 3-pounder gun in 1903. Her length, beam, and draught were 50 ft., 14 ft., and 2 ft., and it was said of her that she could sail anywhere where the sand was wet.

With two British petty officers and a crew of 14 Somalis, she was very active at various times in the prevention of gun-running on the Somaliland coast.



Lithographed by T. G. Dutton.

THE EIGHTEENTH (BLACK) "EAGLE."

T. H. Parker, Brothers.

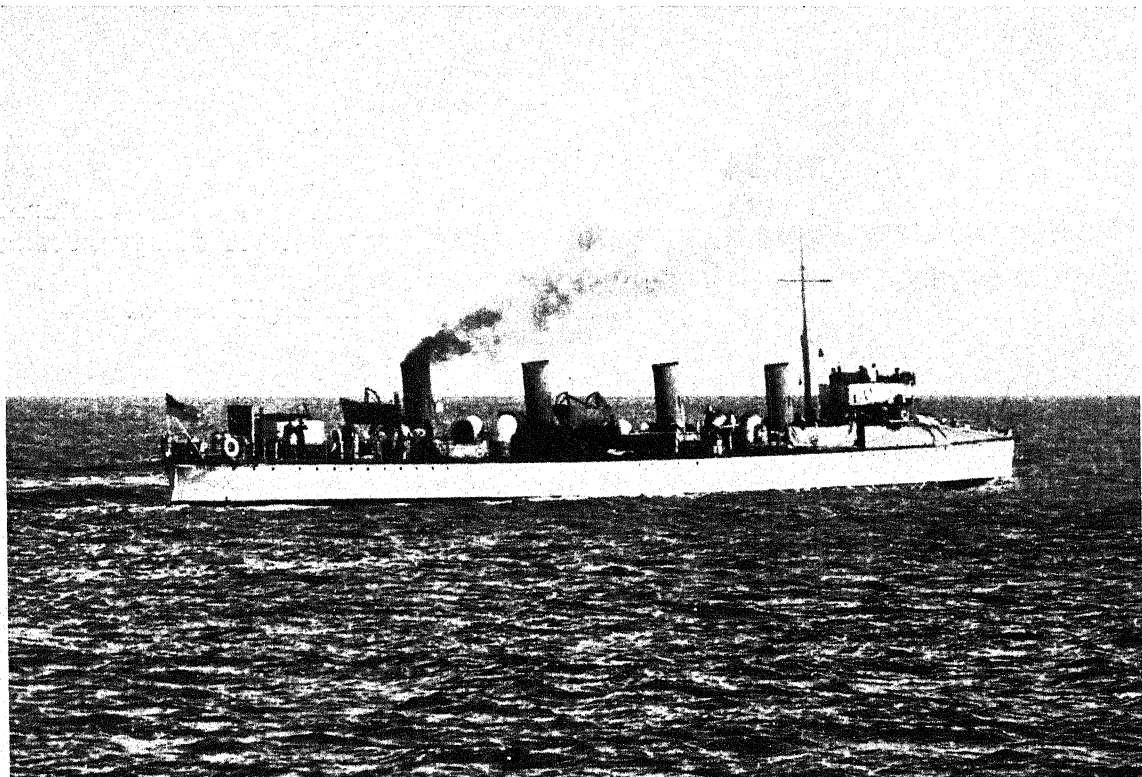
EARNEST

The Wars of the French Revolution and Empire—Captured Danish “Fire Bredre,” 1809; captured Danish “Makrel,” 1809.

EARNEST.—Ardent in the pursuit of an object, eager, urgent, intent, serious, seriously real.

The first “EARNEST” was a 12-gun brig, launched at Leith in 1805. She was of 182 tons, and carried a crew of 50 men. Her length, beam, and draught were 81 ft., 23 ft., and 9 ft.

In May 1809 the “Earnest,” commanded by Lieutenant Richard Templar, captured the



THE THIRD “EARNEST.”

From the photograph by Richard Ellis.

Danish 4-gun vessel “Fire Bredre” in Wingö Sound, and during the same month she took also the Danish 2-gun vessel “Makrel.”

In 1816 the “Earnest” was sold.

The second “EARNEST” was a 2-gun screw gunboat, launched at Bristol in 1856. She was of 236 tons, 260 horse-power, 8 knots speed, and carried a crew of 36 men. Her length, beam, and draught were 109 ft., 22 ft., and 6 ft.

In 1885 the “Earnest” was sold.

The third “EARNEST” is a twin-screw torpedo-boat destroyer, launched at Birkenhead in 1896. She is of 355 tons, 6300 horse-power, and 30 knots speed. Her length, beam, and draught are 210 ft., 22 ft., and 6 ft.

ECLIPSE

The Wars of the French Revolution and Empire—

The capture of Mauritius	1810
The capture of Tamatave	1811

The second New Zealand War—

The captures of Rangariri, Merrimi, and Waikato	1863
Operations at Rangioawhia and Gate Pah	1864

The Egyptian War—

The defence of Suez	1882
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ECLIPSE.—An interception of the light of the sun, moon, or other luminary by the intervention of some opaque body.

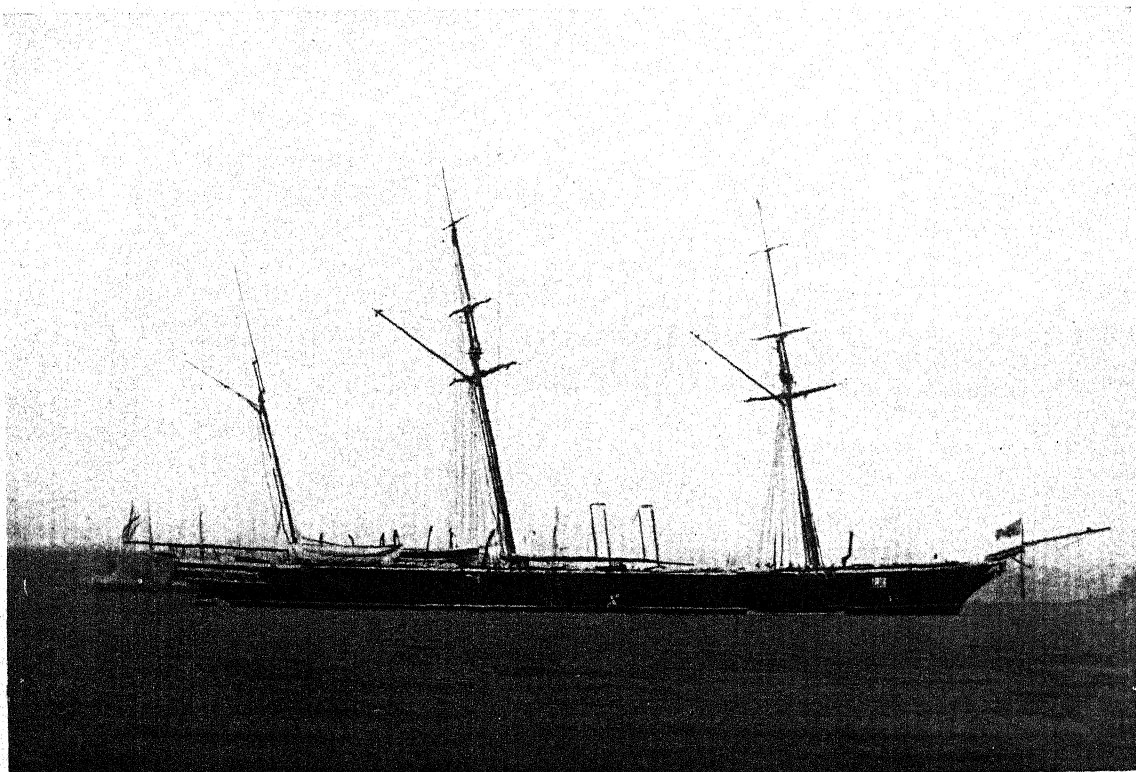
The first "ECLIPSE" was a 12-gun gunboat, launched on the river Thames in 1797. She was of 169 tons, and carried a crew of 50 men. Her length, beam, and draught were 76 ft., 23 ft., and 6 ft.

In 1802 the "Eclipse" was sold.

The second "ECLIPSE" was the French 12-gun gunboat "Ventura," captured in 1803. She was of 158 tons, and carried a crew of 55 men. Her length, beam, and draught were 74 ft., 22 ft., and 6 ft.

She had originally been known by the name of "Eagle" in the English service.

In 1807 this vessel was sold.

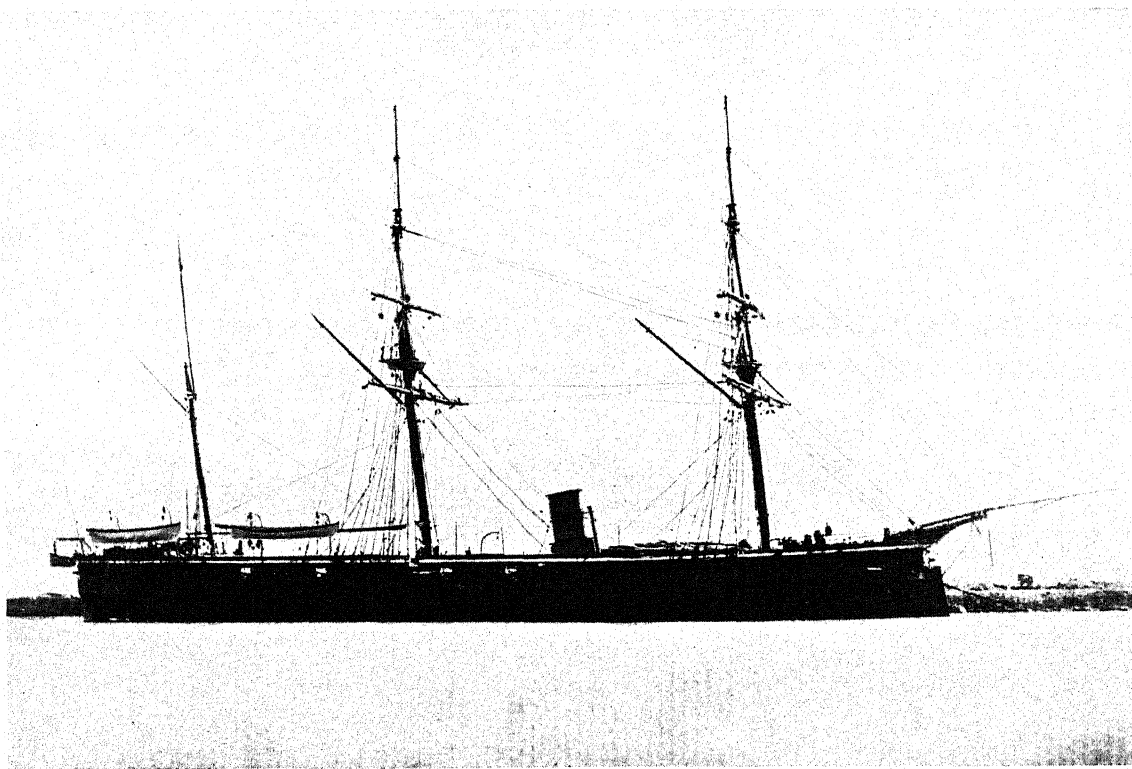


THE FIFTH "ECLIPSE."

Admiral The Hon. Sir Edmund R. Fremantle.

The third "ECLIPSE" was an 18-gun sloop, launched at Dover in 1807. She was of 384 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 11 ft.

On November 29th, 1810, the "Eclipse," commanded by Acting-Commander Henry Lynne, was one of a fleet of 22 vessels which arrived off Mauritius commanded by Vice-Admiral Albemarle Bertie with his flag in "Africaine." About fifty transports with 10,000 troops, commanded by Major-General the Hon. John Abercromby, accompanied the expedition. A large Naval Brigade were landed in Grande Baie along with the soldiers. The enemy were driven back and the French General, realising that he could make no effective stand, formally surrendered the entire island on December 3rd. Eight French men-of-war and several merchantmen lying in Port Louis were included in the surrender.



THE SIXTH "ECLIPSE."

Admiral William H. Henderson.

On February 12th, 1811, the "Eclipse," commanded by Commander William Jones Lye, was at the head of a small expedition from Mauritius which surprised and captured the town of Tamatave in the Island of Madagascar.

In 1815 the "Eclipse" was sold.

The fourth "ECLIPSE" was a 10-gun brig sloop, launched at Plymouth in 1819. She was of 235 tons and carried a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 9 ft.

For some years the "Eclipse" acted as a coastguard vessel at Woolwich, and she was sold in 1863 for £344.

The fifth "ECLIPSE" was a 4-gun screw gun vessel, launched at Millwall in 1860. She was of 700 tons, and 200 horse-power. Her length, beam, and draught were 185 ft., 28 ft., and 8 ft.

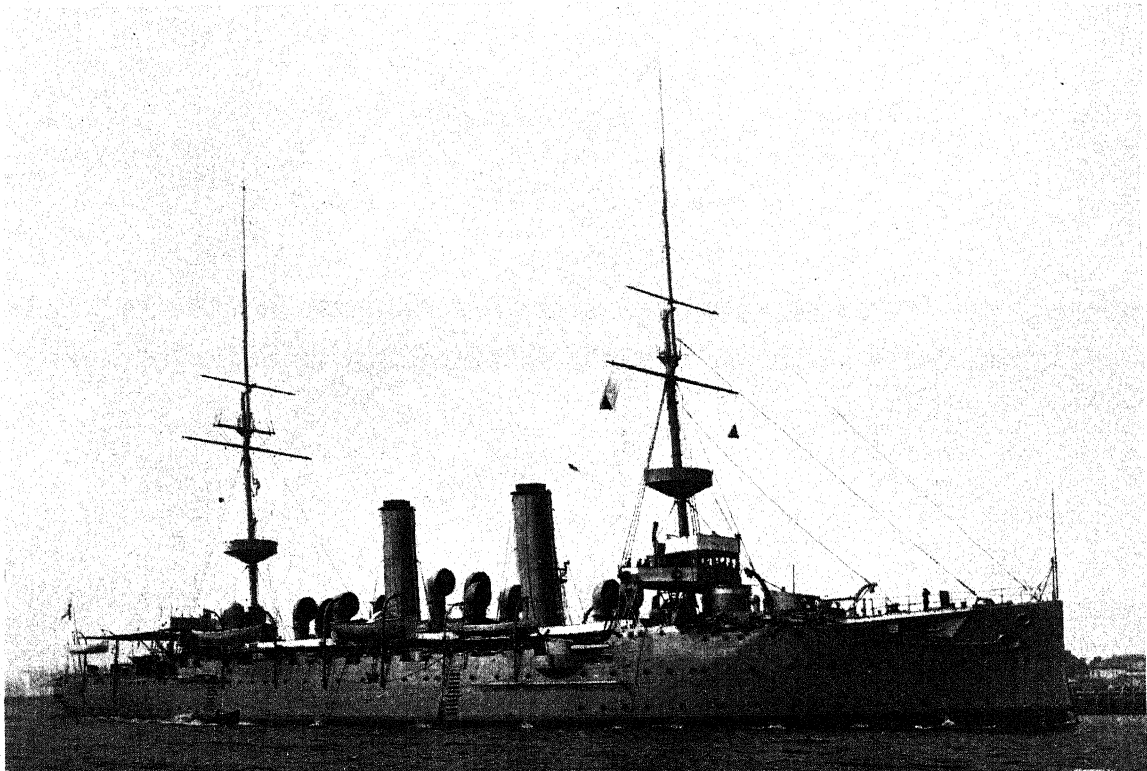
In 1863 the "Eclipse," commanded firstly by Commander Richard Charles Mayne and secondly by Commander Edmund Robert Fremantle, took part in the second New Zealand War

THE KING'S SHIPS

ECLIPSE

in a squadron of ships under Commodore Sir William Wiseman with his broad pennant in "Curaçoa." On June 4th the "Eclipse" co-operated in an attack which was made by the garrison of New Plymouth on the rebel position at the mouth of the Katikara. In October a Naval Brigade of 200 seamen under Commander Mayne landed, captured, occupied, and fortified the town of Merrimi.

On November 20th the Naval Brigade of 400 men, under Commodore Sir William Wiseman, bombarded and assaulted the town of Rangariri, where the Maoris had strongly entrenched themselves. Four separate assaults were repulsed by the brave defenders, two of which were made by the Naval Brigade under Commander Mayne. On the following day the Maoris surrendered, the British forces having won a costly victory with a loss of 36 killed and 98 wounded. The Naval Brigade losses were 5 killed and 10 wounded, among the latter being Commander Mayne, of the "Eclipse," who was promoted to captain for his services.



THE SEVENTH "ECLIPSE."

From the photograph by Ernest Hopkins.

In January 1864 the "Eclipse" proceeded to Waikato, and landed a detachment of men under Lieutenant William Fletcher Boughiey to co-operate with the troops. The town of Waikato was captured, and the Maoris were defeated at Rangioawhia, with a considerable loss in killed and prisoners.

In April 1864 the "Eclipse" contributed to a Naval Brigade 430 strong, which joined the army under Sir Duncan Cameron. On April 29th the combined forces proceeded to attack a Maori stronghold at Gate Pah. The place was bombarded, and at 4.30 P.M. the Naval Brigade, under Commander Edward Hay, moved forward to the assault and entered the works. Inside the pah the rebels fought with desperation, and the Brigade was obliged to retreat with a heavy loss. The Maoris lost about 35 killed and wounded, but the British suffered 27 killed and 66 wounded, to which the Naval Brigade contributed 3 officers and 8 men killed or mortally wounded, and 3 officers and 19 men wounded. The Naval Brigade behaved admirably, and withdrew only when nearly all its leading officers had been shot down.

In 1867 this vessel was broken up.

The sixth "ECLIPSE" was a 12-gun screw sloop, launched at Sheerness in

1867. When laid down she had been called "Sappho." She was of 1273 tons, 350 horse-power, and 10 knots speed. Her length, beam, and draught were 212 ft., 36 ft., and 11 ft.

In 1882 the "Eclipse," commanded by Captain Edmund St. John Garforth, was engaged in the Egyptian War.

In August 1882 the "Eclipse" contributed to a Naval Brigade which was disembarked at Suez. The inhabitants understood that the town was in danger of being burnt, but the Naval Brigade, composed mostly of marines, occupied the town, and the Egyptian troops fled.

The "Eclipse" was lent to the War Office in 1888, taken over again in 1892, and ended her career as a Naval ordnance mine depot at Plymouth.

The seventh "ECLIPSE" is an 11-gun twin-screw cruiser, launched at Portsmouth in 1894. She is of 5600 tons, 9600 horse-power, and 19.5 knots speed. Her length, beam, and draught are 350 ft., 53 ft., and 20 ft.

This vessel became a sea-going training ship for Naval cadets.

EDEN

Operations against Pirates at Ras-al-Khyma, 1819.

EDEN.—1. A river of England rising in the Pennine Chain in Westmorland, and after a course of 65 miles falling into the Solway Firth.

2. A river of Scotland rising in Berwickshire, and after a course of 18 miles falling into the Tweed, 4 miles below Kelso.

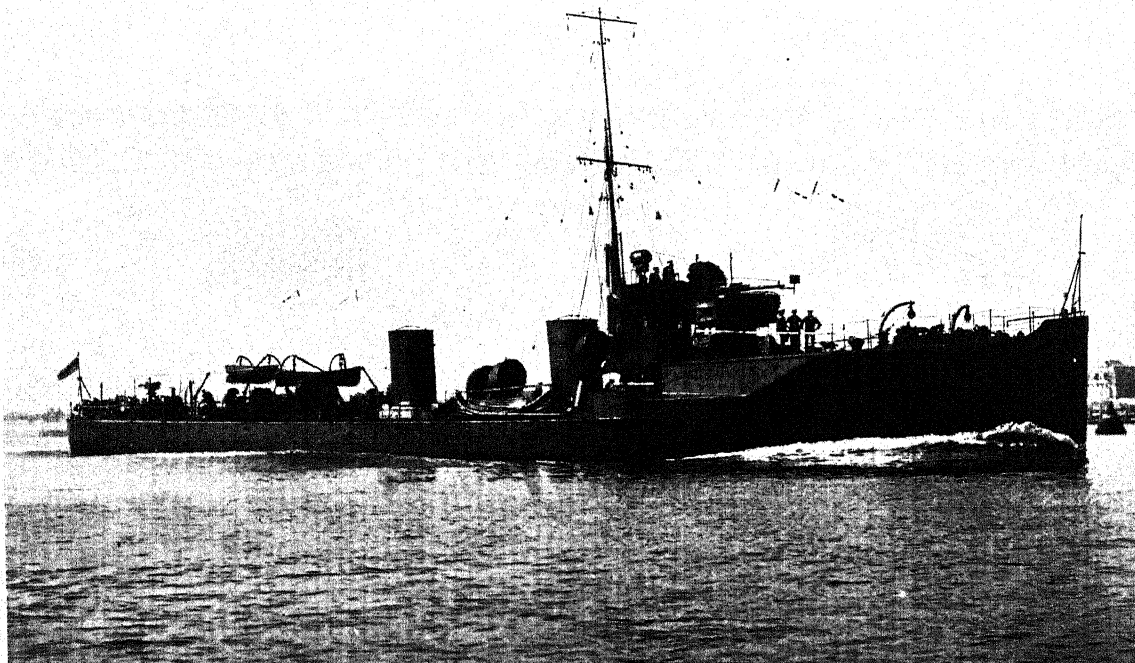
3. A river rising in Kinross-shire, and after a course of 18 miles falling into St. Andrews Bay.

4. A river rising in the south-east of Surrey and joining the Medway at Penshurst.

Eden is the family name of the Barony of Auckland.

The Garden of Eden was the country in which, according to the Book of Genesis, God created the garden for our first parents. It is supposed to have been near the Persian Gulf, between the Tigris and the Euphrates.

The first "EDEN" was a 28-gun ship sloop, launched at Chester in 1814. She was of 451 tons, and carried a crew of 150 men. Her length, beam, and draught were 108 ft., 31 ft., and 11 ft.



THE SECOND "EDEN."

From the photograph by Ernest Hopkins.

In 1819 the "Eden," commanded by Captain Francis Erskine Loch, assisted by the "Curlew" and "Liverpool," co-operated with the military in an expedition against the pirates of Ras-al-Khyma in the Persian Gulf. The works were taken or destroyed, and all the piratical vessels in port were burned or sunk.

In 1833 this ship was broken up.

The second "EDEN" is a turbine torpedo-boat destroyer, launched at Hawthorn Leslie's Yard in 1903. She is of 555 tons, 7000 horse-power, and 25 knots speed. Her length, beam, and draught are 220 ft., 23 ft., and 9 ft.

Early in the morning of January 28th, 1910, this destroyer, while commanded by Lieutenant Oliver M. F. Stokes, broke away from her moorings in bad weather, and sank at the Harbour Jetty, under East Cliff, Dover. She was got afloat again on January 30th.

EDGAR

The third Dutch War—		
The first battle of the Schooneveld	1673	
The second battle of the Schooneveld	1673	
The battle of the Texel	1673	
The War of the English Succession—		
The battle of Bantry Bay	1689	
The battle of Beachy Head	1690	
The battles off Cape Barfleur and La Hogue	1692	
The War of the Spanish Succession—		
Walker's expedition to Quebec	1711	
The Seven Years' War—		
Boscawen's action with De la Clue off Lagos	1759	
The capture of Havana		1762
The War of American Independence—		
Rodney's action with Spanish fleet off Finisterre	1780	
Rodney's action with De Langara off St. Vincent	1780	
Kempenfelt's capture of De Guichen's convoy	1781	
The Wars of the French Revolution and Empire—		
Nelson's bombardment of Copenhagen	1801	
Saumarez's expedition to the Baltic	1808	
The blockade of Roggersvik	1808	
Captured Danish "Fama" and Danish "Salor-man"	1808	



EDGAR.—King of England at the age of sixteen. Succeeded his brother in 958, and reigned until 975. He made war against the Scots and compelled Wales to pay him yearly a certain number of wolves' heads, which cleared the country of those animals. To preserve the kingdom from the incursions of the Norsemen he maintained a large fleet, and frequently went about with it himself. His name was given to a ship by Charles II. in express commemoration of the fact that King Edgar had established the Naval power of the kingdom for the first time on a firm basis, and had claimed the sovereignty of the sea. His Queen died, and Edgar, hearing of the great beauty of Elfrida, a daughter of the Earl of Devon, sent Earl Ethelwald to see whether the charms of the lady accorded with report. The moment he beheld her, the earl forgot his duty to his master, gave a false report of her charms, and married the lady himself. Edgar caused him to be slain for his treachery, and then married Elfrida himself.

EDGAR.—King of Scotland, was the son of Malcolm III. by the sister of Edgar Atheling of England. His niece married Henry I. of England, which alliance terminated the war then raging between the two countries. Died 1107.

The first "EDGAR" was a 64-gun ship launched at Bristol in 1668. She was of 1046 tons and carried a crew of 445 men. Her length, beam, and draught were 154 ft., 39 ft., and 18 ft.



From a contemporary Dutch engraving.

THE SECOND BATTLE OF SCHOONEVELD.

British Museum.

THE KING'S SHIPS

EDGAR

In 1673 the "Edgar," commanded by Captain Sir William Reeves, was one of an Anglo-French fleet made up by 81 ships of the line, 10 frigates, 42 fireships, despatch vessels, and other craft under Prince Rupert. The Dutch fleet consisted of 52 ships of the line, 12 frigates, 25 fireships, and small craft under Admiral M. A. de Ruijter. On May 25th the Dutch fleet were sighted at anchor in the Schooneveld, and on May 28th they were brought to action, the Dutch driving back the advanced ships and opening fire at noon. The Captain of the "Edgar" sent a fireship alongside the Dutch Admiral's ship and compelled him to shift his flag. A hot but indecisive battle followed, and although no ships were captured on either side the French had 2 ships and 5 or 6 fireships sunk, and the loss of life on both sides was heavy. The Dutch then returned to their anchorage, and the allies waited outside.

On June 3rd the Dutch came out, and the second battle of the Schooneveld was fought.



Painted by R. Paton.

THE BATTLE OFF BARFLEUR.

The Painted Hall, Greenwich.

By 5 P.M. all the squadrons were fiercely engaged, and the fight lasted until after dark, when the Dutch withdrew, although the allies had had somewhat the worst of the encounter. Neither side lost any ships, but each side had about 200 killed and 300 wounded. The English fleet returned to England, refitted and refreshed, putting to sea again on July 17th, and threatened the Dutch coast. On August 11th the fleets again met, and the action continued very hotly all day off the Texel, and in the evening the Dutch withdrew, having disabled the allies sufficiently to free their ports from blockade. Neither side lost any ship of importance, though a few fireships were expended. A large number of officers and men were killed, and the results were not creditable to the allies.

In 1689 the "Edgar," commanded by Captain Cloudesley Shovel, was one of a fleet of 22 ships, commanded by Admiral Herbert with his flag in "Elizabeth," which took part in the battle of Bantry Bay. They operated against a French fleet of 36 ships. This French fleet had conveyed James II. and 5000 troops to Ireland, where all the inhabitants except those of Ulster were very friendly to him. The French then returned to France for ammunition and stores, and met the English fleet off Bantry Bay. An engagement began on May 1st at 10.30 A.M. and lasted until about 5 P.M. The French would have beaten the English but for jealousy between their Admirals, and the absence of their fireships. One French ship blew up, and the

English fleet, which had just escaped a crippling disaster, returned to Portsmouth. The French landed their stores and returned to Brest, and in consequence of this action war was immediately declared with France. King William at once visited the fleet at Portsmouth. He created Admiral Herbert Earl Torrington, knighted two captains, and presented each seaman with ten shillings. These undeserved awards were considered politic by His Majesty on account of his doubts as to the loyalty of the fleet.

In 1690 the "Edgar," commanded by Captain John Jennifer, was one of the combined Anglo-Dutch fleet, under Admiral Lord Torrington with his flag in "Royal Sovereign," which met a French fleet under Admiral Tourville, and fought the battle off Beachy Head. The allies had 12 ships and 500 guns less than the French fleet. On June 30th the battle was fought and the allies were badly beaten. The French lost no ships, but the allies had eight or nine destroyed. The loss of life on both sides was considerable; the Dutch lost 2 flag-officers, and



Engraved by R. Parr.

BATTLE OFF LA HOGUE.

T. H. Parker, Brothers.

the English about 3 captains. The "Edgar" fought in the Rear or Blue squadron, and Captain Jennifer, who was badly wounded, lingered on until the following year, when he died. Lord Torrington, the English Commander-in-Chief, was tried by court-martial, and although acquitted of actual guilt, he was superseded from his command and never again employed.

In 1692 the "Edgar," commanded by Captain John Torpley, was in the Rear or Blue squadron of a combined Anglo-Dutch fleet under Admiral of the Fleet Edward Russell, who flew his flag in "Britannia." They met and fought a French fleet under Admiral Tourville, the victor at Beachy Head. The Anglo-Dutch fleet had 99 ships of the line, 38 frigates and fire-ships, and 6756 guns. The French had 44 ships of the line, 13 frigates and fireships, and 3240 guns. On May 19th the fleets met off Cape Barfleur, and an action which began at 10 A.M. was brought to a conclusion before the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd twelve of their men-of-war were burned in the Bay of La Hogue. These last ships had been hauled close inshore, and the French troopers intended for the invasion of England assisted to defend them, but they were pulled off their chargers by the seamen's boathooks. The French made a most gallant defence, but were completely defeated at the end of the six days' operations. Some twenty of them

THE KING'S SHIPS

EDGAR

escaped by running through the dangerous race of Alderney, and four even went all the way round Scotland ere they reached a French port in safety.

In 1700 the "Edgar" was rebuilt at Portsmouth and became of 1199 tons. In 1709 she was taken in hand again at Rotherhithe and became of 1121 tons.

In 1711 the "Edgar," commanded by Captain George Paddon, and flying the flag of Rear-Admiral Sir Hovenden Walker, was at the head of a fleet of 20 men-of-war, 31 transports carrying 5300 troops, 1 hospital ship, 8 storeships, and 1 tender. They were ordered to attack Quebec. Before the fleet arrived at the river St. Lawrence, it is interesting to note that the captains of the "Swiftsure" and "Dunkirk" were one fined and the other dismissed his ship by sentence of court-martial for chasing the enemy without orders. The fleet arrived off



After H. Bunbury. Engraved by J. R. Smith.

SEAMEN OF THE "EDGAR" (1785).

Commander Charles Napier Robinson, R.N.

the St. Lawrence and met thick weather and strong currents. Eight transports were wrecked and 884 men were drowned. The flagship "Edgar" narrowly escaped running ashore, and the pilots were not desirous of taking further risks. The fleet then returned to England, the expedition having proved a complete failure. On October 15th the "Edgar" blew up at Spithead, and several hundred lives were lost, including those of some forty or fifty persons who had gone off to see their friends. The Admiral and Captain were on shore at the time. Subsequently Sir Hovenden Walker was struck off the flag-list and deprived of his half-pay, and Captain Paddon was dismissed the service, on account of their conduct of this ill-fated expedition; but these officers were seriously handicapped in defending themselves by the loss of their papers, which had been destroyed with the ship. The loss of the "Edgar" cast a general gloom over the fleet, because there was a harmless tradition among the seamen that she had been built in the reign of King Edgar.

The following lamentation is to be found in the Douce Collection in the Bodleian Library (*The New Portsmouth and Spithead Garland*):—

THE DISMAL LAMENTATION OF THE WIDOWS AND FATHERLESS CHILDREN FOR THE LOSS OF THEIR HUSBANDS AND RELATIONS, THAT WAS BLOWN UP ON BOARD THE "EDGAR" MAN-OF-WAR, OCTOBER 15TH, 1711.

1st Woman.

Hark! Hark! Alas! What fatal news is come!
It strikes a terror great thro' Christendom.

2nd Woman.

What is it, neighbour? Pray, to me unfold.

1st Woman.

The sadest news that ever mortal told.

2nd Woman.

Hold me not in suspence, good neighbour, pray,
But tell me quickly what you have to say:
I hope our ship and all in her is well;
I long to hear you. Pray, come quickly tell.

1st Woman.

Here is a letter—O prepare your ears!—
From Gosport Hospital. Let floods of tears
Flow from your eyes: the gallant *Edgar's* gone.
Ah! neighbour, neighbour, well may we make
moan.

Your husband dear and mine, and many more,
Are blown up in the air, near thirty score,
By fatal chance of powder; by one blast
Our tender husbands now have breath'd their last.
Here comes a messenger can tell the rest;
I cannot speak, I am so much oppress'd.
Come, gentle messenger, relate their woe,
And tell, in brief, the truth of all you saw.

Messenger.

I was at Spithead that time, and saw the sight.
I was amaz'd; my soul it did affright:
Five hundred persons blown up in the air;
Their shrieks and cries no mortal cou'd declare.
Some short-allowance mony was to be paid
That fatal day, for which onboard they stay'd.
They merry were, and little did they dread
That the next moment, they should all be dead.
Removing gun-powder some hours they was;
That powder wrought their dismal woes, alas!
Thro' some neglect fire to th' powder got,
And all these people kill'd upon the spot.
Blown in an instant up, at once indeed;
That dreadful blow makes hearts of stone to
bleed.

Like roaring thunder gave a dreadful crack;
Both ship and people quickly went to wrack.
Legs, arms, heads, hands, feet, hips, bones, back,
and thighs

By fire and powder flew up to the skies.
Shatter'd at once in shivers up they flew,
And in an instant fled from mortal view.
Their sudden shrieks, gone just before they went,
Did eccho shrilly, and tho' all was bent
To help them in distress, yet it was vain,
Their ship in thousand pieces rent in twain.

2nd Woman.

O wretched sight! O fatal was the day!
O my dear husband, art thou fled away?
Was this thy fatal exit from this world?
No grave! but peace-meal was thy carcass hurl'd.
O heavy message! the sad tidings spread:
O my dear husband, are you from me fled?
My soul sinks deep with grief for this my loss,
In deep despair my parting soul is toss'd.

1st Woman.

Ah, neighbour, neighbour, you are not alone.
Here's hundreds of us to lament and moan
Our poor unhappy husbands' fatal fall.
Sweet Jesus Christ, take pity on us all.
Children and widows send up doleful cries;
Their lamentations pierce quite thro' the skies:
Bereft of earthly joys, with grief oppress'd,
'Tis God alone can ease each troubled breast.
Their earthly stay and staff from them is gone,
Wherefore they must depend on God alone.
And our good Queen will pity of them take;
Then grant them help for blessed Jesus' sake.
One man of all that number is alive,
But is so weak he cannot long survive.
Then let us all prepared be for death,
Since none knows when we must resign our
breath.

By providence the Captain just before,
With's lady too, did chance to go ashore.
Some other officers and sailors too
Are sav'd, and did that danger quite eschew.
Then let us all our sinful lives amend,
Since God such punishments to mortal send.
Let's bear in mind this tragedy just past,
And strive to live as each day was our last.

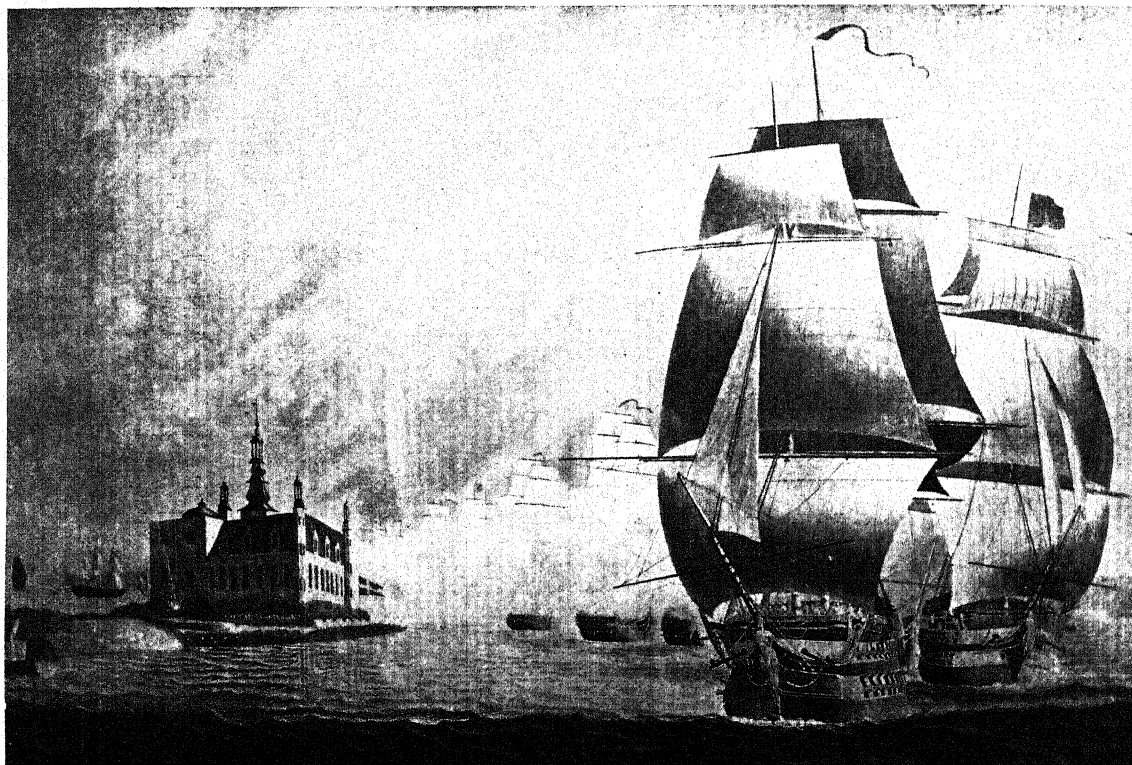
The second "EDGAR" was a 64-gun ship launched at Rotherhithe in 1758. She was of 1297 tons and carried a crew of 420 men. Her length, beam, and draught were 150 ft., 41 ft., and 17 ft.

On August 18th, 1759, the "Edgar," under the command of Captain Francis William Drake, took part in Admiral the Hon. Edward Boscawen's victory over the French in Lagos Bay. On the 17th two frigates reported to Boscawen at Gibraltar that the French fleet were in sight. Admiral Boscawen at once proceeded to sea with 29 ships in all and gave chase. There were only 7 French ships. The English fleet got much scattered, but by 1 P.M. on the

THE KING'S SHIPS

EDGAR

18th, 8 English ships got up with the French and engaged them. Admiral Boscawen's flagship, the "Namur," was so disabled that the Admiral had to shift his flag. The French made off and the English chased through the night. During the afternoon the "Centaure" struck her colours, and during the night two French ships escaped. On the morning of the 19th the remaining four ships stood into Lagos Bay. The French Admiral was wounded, his flagship ran on shore, and she was forced to surrender. The other three French ships anchored under the Portuguese batteries. The English attacked, burnt one and captured two, thus bringing to a conclusion a very satisfactory piece of work. The French lost very heavily, but the British lost only 56 killed and 196 wounded. The "Edgar," after the squadron had repaired damages, returned to England with the Admiral. Admiral Edward Boscawen was appointed a Privy Councillor and a General of the marines.



Painted and engraved by R. Dodd.

PASSAGE OF ÖRE SOUND.

W. C. Johnson, R.N.

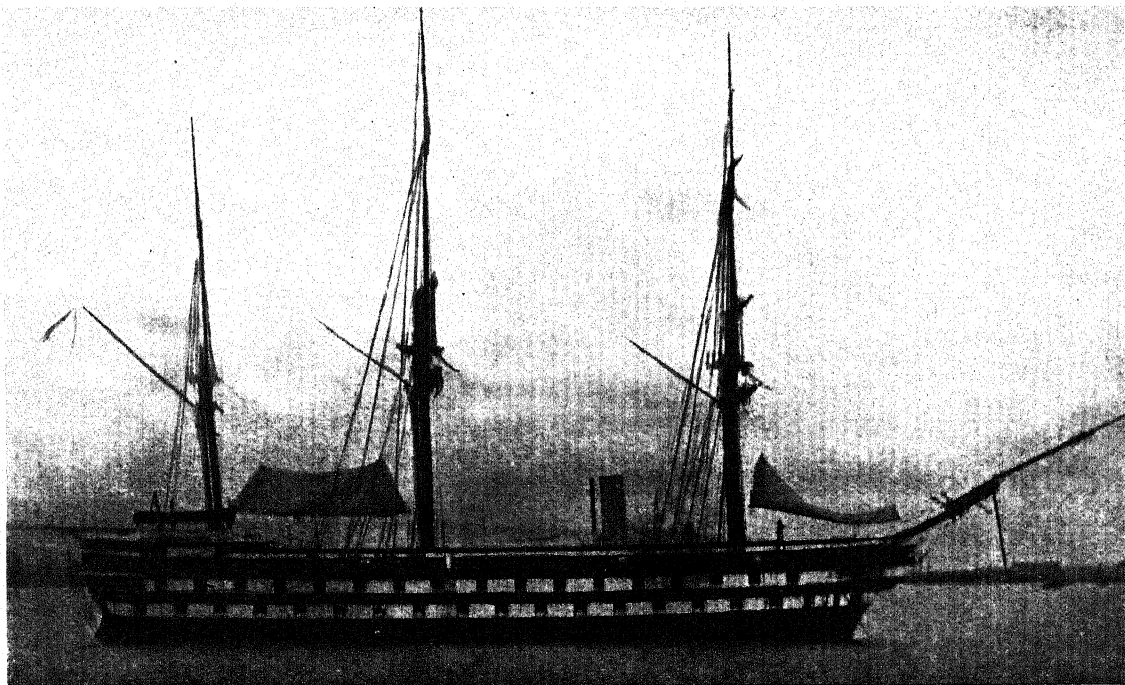
In 1762 the "Edgar," commanded by Captain Francis William Drake, was in the English fleet proceeding against the Spaniards at Havana. Admiral Sir George Pocock (flag in "Namur") and George, Earl of Albemarle, were the Naval and Military Commanders-in-Chief of the force, which consisted of 53 ships besides storeships, hospital ships, and transports with 15,000 troops. On May 27th the fleet of 200 sail in all stood away for the old Strait of Bhama, which was safely navigated by marking the dangerous shoals with boats. During the passage two Spanish ships were captured. On June 6th the fleet arrived off Havana, and, while a feint was made elsewhere, the troops were landed under cover of its guns. Moro was bombarded, and although the Spaniards made a most gallant defence Havana fell, and the British took possession on August 14th, 1762. Specie and stores to the value of three million pounds were captured, 13 Spanish men-of-war were destroyed, 3 were sunk, and 2 on the stocks were burned. The British lost 1790 killed and wounded. The division of the prize money caused some heartburning. It worked out as follows:—Admiral, £123,000; Captain, £1600; petty officer, £17; seaman or marine £4.

Soon after the expedition to Havana the "Edgar" returned home, where she served for some time as the guardship at Plymouth. She was eventually broken up in 1775.

The third "EDGAR" was a 74-gun ship launched at Woolwich in 1779. She was of 1644 tons and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 18 ft.

On January 8th, 1780, the "Edgar" was in an English fleet of some 21 ships of the line and 11 frigates under Admiral Sir George Rodney. They sailed from Plymouth on December 29th for Gibraltar and the West Indies. At daylight on the 8th, 22 Spanish sail were sighted and at once chased. After a few hours' action they were all captured. Seven were men-of-war, chiefly frigates, and the remainder were merchant vessels laden with stores and provisions for the Spanish fleet at Cadiz. This action was fought about 300 miles west of Cape Finisterre. The fleet then proceeded towards Gibraltar.

On January 16th, close to St. Vincent, another Spanish squadron was sighted consisting of 11 ships of the line and 2 frigates under Admiral Don Juan de Langara. The English ships



From the photograph by Admiral of the Fleet the Rt. Hon. the Lord Walter Kerr.

Admiral the Rt. Hon. the Lord Charles Scott.

THE FIFTH "EDGAR."

at once chased, and at 4 P.M. the leading ships got into action. At 4.30 a Spanish 70 blew up with all on board, and at 6 another struck. A night action followed, and at 2 A.M. the Spaniards surrendered. Besides the one blown up, six Spanish ships were captured, but of these two drove ashore and were lost. The "Edgar," which had lost 6 killed and 20 wounded, returned to England with the prizes.

In 1781 the "Edgar," commanded by Captain Thomas Boston and flying the broad pennant of Commodore John Elliot, was one of a fleet of 13 ships of the line, 4 frigates, and 1 fireship commanded by Rear-Admiral Richard Kempenfelt with his flag in "Victory." They met Rear-Admiral de Guichen with 19 French ships of the line and a large convoy 150 miles to the south-west of Ushant on December 12th. De Guichen had allowed his convoy to get scattered, and the British ships swooped down and captured 20 of the convoy. The French men-of-war were unable to assist their merchantmen, and the British carried off 15 prizes laden with naval and military stores of great money value, and greater military importance, destined for the West Indies. A few days later a storm dispersed and shattered the remaining French ships.

In 1801 the "Edgar," commanded by Captain George Murray, was in a fleet of 21 ships, 7 bombs, 2 fireships, and 6 gun brigs, commanded by Vice-Admiral Lord Nelson with his flag in "Elephant," which took part in the battle or bombardment of Copenhagen. The fleet

THE KING'S SHIPS

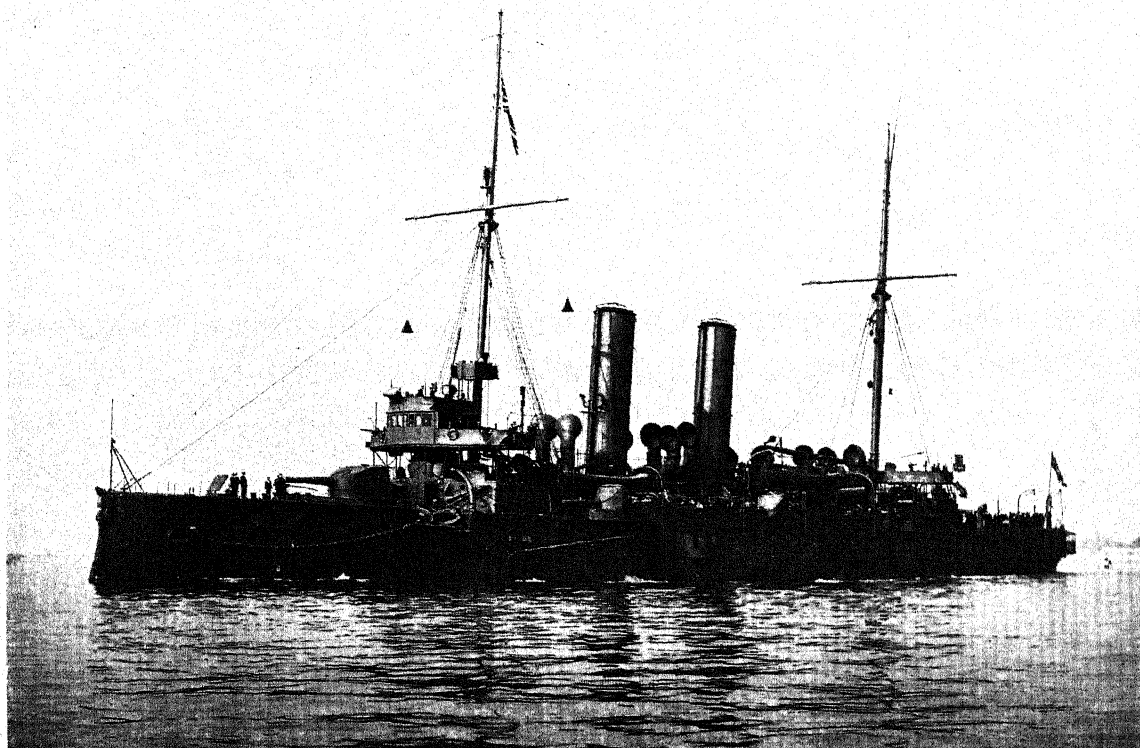
EDGAR

forced a passage of the Öre Sound on March 30th, and, after encountering various navigational difficulties, anchored under fire opposite Copenhagen on April 3rd, led by the "Edgar."

'Twas the *Edgar* first that smote
Denmark's line ;
As her flag the foremost soared,
Murray stamped his foot on board,
And an hundred cannons roared
At the sign.

Three cheers of all the fleet
Sung Huzza !
Then from centre, rear, and van,
Every captain, every man,
With a lion's heart began
To the fray.

The Danish defences, besides forts, consisted of 18 men-of-war, armed hulks, and floating batteries, moored in a 1½ mile line opposite the town. Two British men-of-war ran aground, and



THE SIXTH "EDGAR."

From the photograph by Ernest Hopkins.

the brigs were unable to get into action owing to tide. The action began at 10 and was general at 11.30. A furious cannonade followed, during which Nelson put his blind eye to his telescope when advised by the Commander-in-Chief, 4 miles away, to discontinue the action. By 3.30 P.M. letters were exchanged under flags of truce, and the fighting ceased, most of the Danish ships and forts being silenced. The Danes lost in killed, wounded, and prisoners about 6000 men. The British fleet lost 255 killed and 688 badly wounded, to which the "Edgar" contributed 31 killed, including Edmund Johnson, the first lieutenant, and 111 wounded. Fourteen Danish ships were captured, burned, blown up, driven on shore, or otherwise taken from the enemy. A fourteen weeks' armistice was agreed to, and the British forces withdrew. During the withdrawal several British ships ran aground. The Danes mounted 696 guns on this occasion against the British 1014 guns and carronades. Nelson was elevated to the dignity of Viscount for this victory.

In 1808 the "Edgar," commanded by Captain James Macnamara, was one of a fleet of 12 ships of the line and small craft commanded by Vice-Admiral Sir James Saumarez with his flag in "Victory." They co-operated with the Swedes against the allied powers of Russia, Denmark, and France in the Baltic.

THE KING'S SHIPS

On August 9th, 1808, the "Edgar," commanded by Captain James Macnamara, was off the town of Nyborg in Fünen, which had just been seized from the Danes by Spanish troops. A flotilla of boats under Captain Macnamara then went in and gallantly attacked and captured the Danish 18-gun brig "Fama" and the Danish 12-gun cutter "Salorman," with a Danish loss of 7 killed and 13 wounded, while the British lost 1 killed and 2 wounded.

This "Edgar" was renamed "Retribution" and became a convict ship. She was broken up at Deptford in 1835.

The fourth "EDGAR" was a 91-gun screw ship launched at Chatham in 1858. She was of 2600 tons, 600 horse-power, and carried a crew of 720 men. Her length, beam, and draught were 198 ft., 56 ft., and 18 ft. On January 23rd, 1860, she was renamed "Hood."

The fifth "EDGAR" was an 80-gun screw battleship launched at Woolwich in 1858. She was of 5157 tons and carried a crew of 820 men. 600 horse-power gave her a speed of 11 knots, and her length, beam, and draught were 230 ft., 55 ft., and 24 ft.

For many years this ship acted as quarantine ship at the Motherbank off the Isle of Wight, and in 1904 she was sold for £5100.

The sixth "EDGAR" is a 12-gun twin-screw cruiser launched at Devonport in 1890. She is of 7350 tons, 12,000 horse-power, and 20.5 knots speed. Her length, beam, and draught are 360 ft., 60 ft., and 24 ft.

On November 13th, 1895, the "Edgar" sent some men ashore to drill at Chemulpo. Unhappily, while returning to the ship the launch capsized, and 48 men out of 71 were drowned.

EGERIA

The Wars of the French Revolution and Empire—

Captured French "Noesois" 1808

Captured Danish "Aalborg"

1809

Punitive expedition at Perak

1875



EGERIA.—In Roman legend, a nymph who dwelt near Rome. Renowned for her wisdom she was frequently consulted by King Numa Pompilius, who became enamoured of her and made her his wife. In order that he might introduce his laws and new regulations more readily into the State, he solemnly declared before the Roman people that they had been previously approved and sanctioned by the nymph Egeria. After the death of Numa, Egeria retired disconsolate to a grove at Aricia, where she was changed by the goddess Diana into a fountain.

The first "EGERIA" was a 26-gun ship sloop launched at Bridport in 1807. She was of 424 tons and carried a crew of 135 men. Her length, beam, and draught were 108 ft., 30 ft., and 11 ft.

On December 21st, 1808, the "Egeria," commanded by Commander Lewis Hole, captured the French 10-gun vessel "Noesois."

On March 2nd, 1809, the "Egeria," commanded by Commander Lewis Hole, captured the Danish 6-gun vessel "Aalborg."

The "Egeria" became a receiving ship at Devonport from 1825 until 1860. She then became a police ship and acted as such until 1864, when she was broken up.

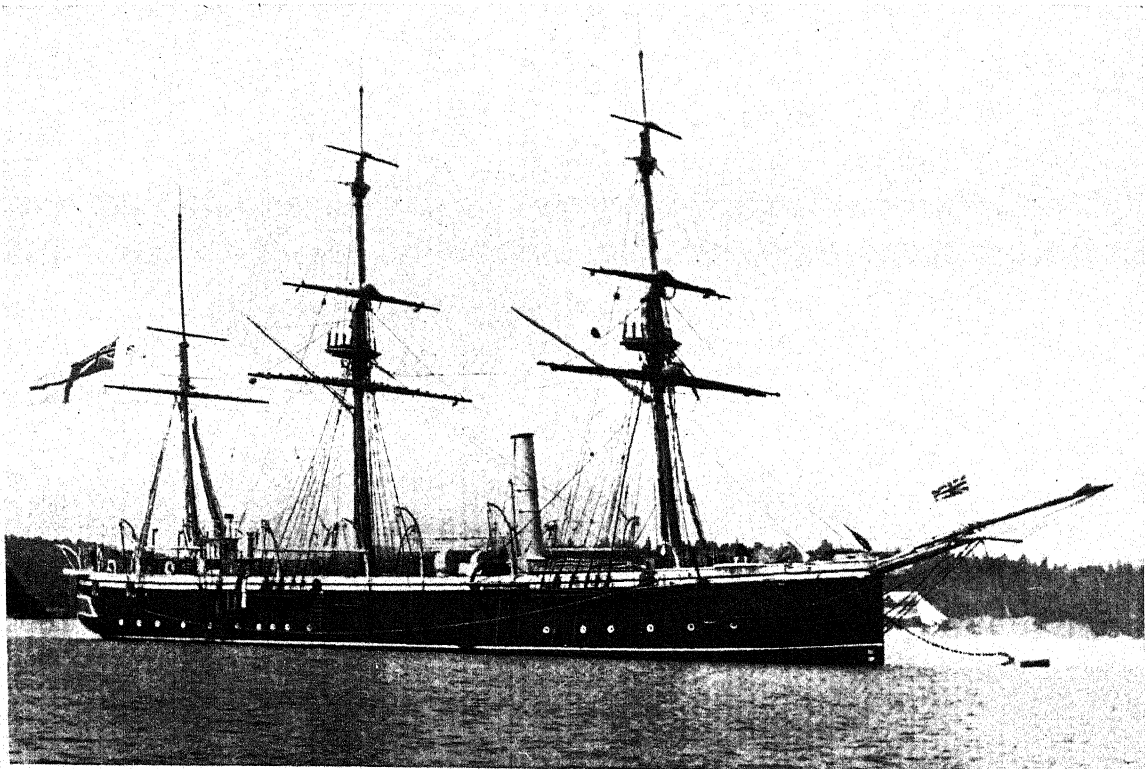
The second "EGERIA" was a 4-gun screw sloop launched at Pembroke in 1873. She was of 940 tons, 1011 horse-power, and 11 knots speed. Her length, beam, and draught were 160 ft., 31 ft., and 14 ft.

THE KING'S SHIPS

EGERIA

In 1875 the "Egeria," commanded by Commander Ralph Lancelot Turton, proceeded to Perak, as one of a squadron of six ships under Captain Alexander Buller with his senior officer's pennant in "Modeste," to take part in an expedition against the murderers of Mr. J. W. Birch, the British resident in Perak. While the troops and a Naval Brigade advanced on the upper reaches of the Perak River simultaneously from two points, the "Egeria" blockaded the Perak Littoral, and sent her boats up the Kurow River. These boats destroyed or carried off some guns, arms, and ammunition which might have been useful to the enemy. Severe punishment was inflicted on the natives, but the actual murderers were not brought to account for some time afterwards.

This vessel acted for many years in the Surveying Service, and in November 1911 she was put up to public auction at Esquimalt, and sold to the Vancouver branch of the Navy League for £1416.



THE SECOND "EGERIA."

Commander Philip C. Pearson, R.N.

EGMONT

EARL OF EGMONT

The War of American Independence—	
Keppel's action with D'Orvilliers off Ushant	1778
Action with American "Wild Cat"	1779
"We, the unhappy condemned objects"	1779
Lord Howe's relief of Gibraltar	1782
Lord Howe's action with Franco-Spaniards off Cape Spartel	1782
The Wars of the French Revolution and Empire—	
Lord Hood's occupation and operations at Toulon	1793

The capture of Corsica	1794
Hotham's action off Genoa	1795
Hotham's action off Hyères	1795
Captured French "Sardine"	1796
Assisted to capture French "Nemesis"	1796
The battle of St. Vincent	1797
The blockade and bombardment of Cadiz	1797
Operations in the River Gironde	1814



John, 2nd Earl of Egmont, was First Lord of the Admiralty from 1763 to 1766, and it was in honour of this nobleman that the name of "Egmont" was introduced into the Navy.

EGMONT.—Egmont Mount is a mountain of New Zealand, 8300 ft. high, and remarkable for its shape. It rises in an almost perfect cone from a base 30 miles in diameter, and its summit, which is an extinct crater, is covered with perpetual snow.

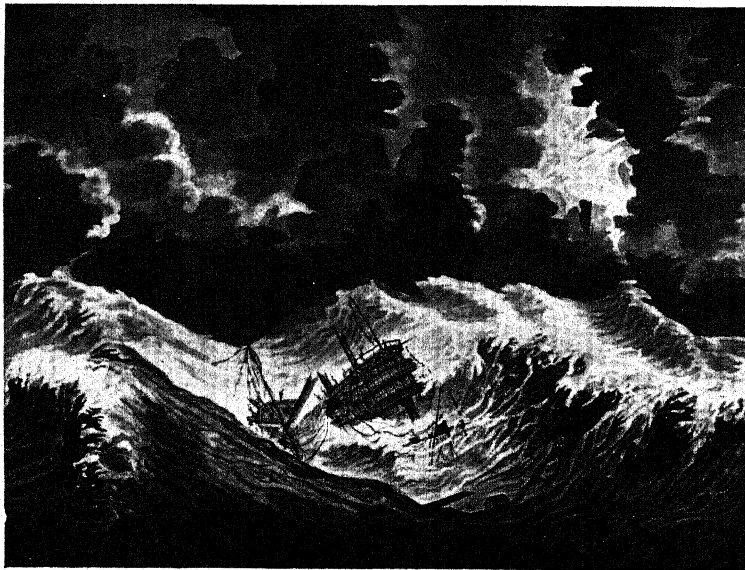
Egmont Island, 20 miles long by 10 miles broad, is one of the Queen Charlotte's Islands in the South Pacific Ocean.

The first "EGMONT" was a 100-ton snow purchased into the Navy by Commodore Palliser in 1764. Her length, beam, and draught were 62 ft., 20 ft., and 10 ft.

The second "EGMONT" was a 74-gun ship launched at Deptford in 1768. She was of 1643 tons and carried a crew of 650 men. Her length, beam, and draught were 169 ft., 47 ft., and 20 ft.

In June 1773 King George III. visited Spithead and reviewed the fleet commanded by Vice-Admiral Thomas Pye with his flag in the "Barfleur," which ship was commanded by Captain Edward Vernon. The "Egmont" was one of this fleet. The following honours were distributed by His Majesty: 2 baronetcies, 5 knighthoods, promotions to all commanders of sloops, first lieutenants of flagships, lieutenants commanding cutters and yachts, and 2 midshipmen of each of certain ships. He further gave £350 to the crews of the "Barfleur" flagship, the "Augusta" yacht, and the Royal barge, as well as £1500 to be distributed among the artificers, workmen, and labourers of the dockyard, victualling offices, and gun-wharf.

In 1778 the "Egmont," commanded by Captain John Carter Allen, was in the Rear or Blue squadron of a fleet of 30 ships of the line, 6 frigates, and 8 small craft, mounting 2278 guns in all, and commanded by Admiral the Hon. Augustus Keppel with his flag in "Victory." The French fleet consisted of 32 ships of the line, 6 frigates, and 3 small craft, mounting 2098



After Lieutenant W. Elliott, R.N. Engraved by V. Green.

British Museum.

THE SECOND "EGMONT" DISMASTED IN A HURRICANE.

guns in all, and was commanded by Lieutenant-General Comte d'Orvilliers with his flag in "Bretagne." The two fleets fought the indecisive battle off Ushant on July 27th. Keppel sailed from Spithead on July 9th, and the two fleets sighted one another on the 23rd, 100 miles west of Ushant. The French in accordance with instructions tried to avoid action, and until the 27th the two fleets manoeuvred in full sight of one another. On the 27th an action began at 11 A.M. and lasted till nightfall. The weather was such that the lower-deck guns could not be used to leeward with the canvas then set. On the morning of the 28th only three French ships were in sight.

The twenty-third of July was the day we hove in sight
Of the Duc de Chartres and forty sail so bright.
Our Admirals hove the signal out for all the fleet to chase,
But the French prov'd cowards and run, to their disgrace.

The *Egmont*, Captain Allen, that ship of mighty fame,
She's worthy to be called the Dread of France by name,
For boldly she bore down, and twenty-eight ships engag'd
While our officers and men, boys, did show them British play.

The brave Duc de Chartres came rolling in his pride,
Thinking to send the *Egmont* down with one of his broadsides;
But he was mistaken, as plainly doth appear,
For we gave him such a drubbing as put their hearts in fear.

To speak of the *Formidable* and give that ship her due,
She stood in our behalf, boys, like Englishmen so true,
The French Admiral lying at our stern, thinking us for to take,
But [she] gave him a broadside, which [made his heart to ache].

And at the very same time we gave them three more louder.
Bold Allen cries, "Luff, my boys, and let us smell their powder,"
Our ship was so disabled that she would hardly steer,
Which obliged us for to heave her to, our damage to repair.

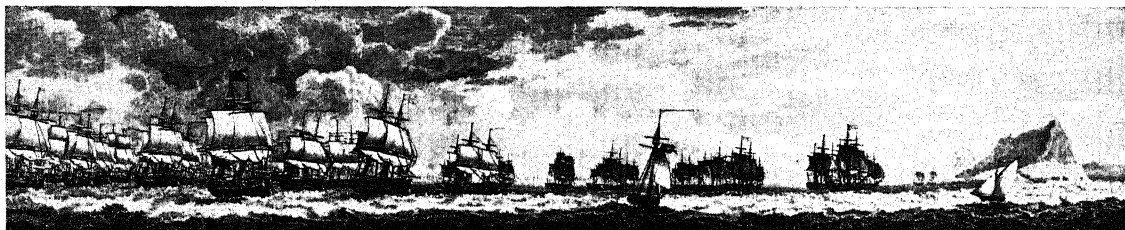
So to conclude and end my song, I do you kindly greet
To drink to our brave admirals and captains in the fleet,
Likewise to Captain Allen and his officers so bold,
And to his ship's company; they're valiant hearts of gold.

A pretty smart skirmish had taken place, but it was indecisive in character. The English loss was 133 killed and 373 wounded. The "*Egmont*" in this action lost 12 killed and 19 wounded. The French lost 161 killed and 513 wounded. Vice-Admiral Palliser accused Admiral Keppel of not pressing home the attack. Both officers were tried by court-martial. Keppel was acquitted, and Palliser's conduct was censured. Public opinion ran strongly for Keppel, and his acquittal was celebrated with bonfires and illuminations in London. The mob got drunk, smashed the windows of Palliser's friends, wrecked Palliser's own house, and came near to killing the Vice-Admiral himself.

In September 1779 seven seamen of the "*Egmont*" demanded their arrears of pay, and were severely punished. Three were condemned to death, and petitioned for mercy in moving words:—"We, the unhappy condemned objects never willing to offend, now prostrate ourselves, imploring mercy, strangers to mutiny or dissatisfaction, always ready to obey, but now led away through error, misguided by insinuating men, fall a victim to the martial law. Pity our misconduct and be merciful to us. Take not away our lives, but spare us from the approaching and gloomy day, being young in the service, that we may live to be an honour to our Sovereign, and a help to our country."

In October 1780 a most disastrous hurricane swept over the West Indies. Fortifications were destroyed and many ships wrecked and lost. The English Navy lost 13 vessels in all, among which were two ships of the line, six frigates, and small craft. The "*Egmont*" survived, but in common with those saved was wholly dismantled, as well as seriously injured in the hull, and as there were no docking facilities in the West Indies, underwater damage could be repaired only by heaving down, or careening.

On September 11th, 1782, the "Egmont" sailed from Spithead in a fleet of 183 sail in all, under Lord Howe with his flag in "Victory," for the relief of Gibraltar, which at that time was besieged by the French and Spanish fleets. On October 8th off St. Vincent the "Latona"

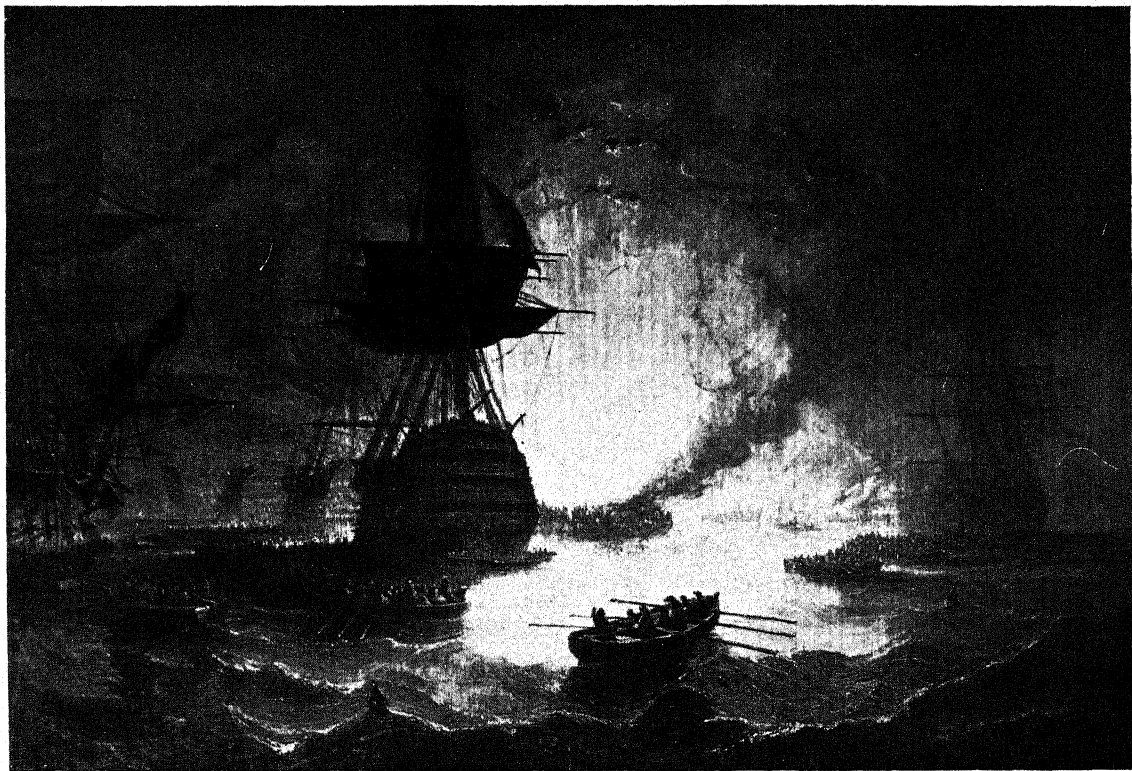


After D. Serres, R.A. Engraved by R. Pollard.

HOWE'S RELIEF OF GIBRALTAR.

British Museum.

frigate was despatched ahead for information, and on the 10th she returned with the pleasing news that Gibraltar had already repulsed one attack. Owing to Lord Howe's great skill and ability the enemy's fleet were held in check, while the convoy reached Gibraltar with the necessary warlike stores and supplies. On October 20th the allies were met in the Straits of Gibraltar, and a partial and indecisive action resulted in which the British loss was 68 killed and 208 wounded, and that of the French 60 killed and 320 wounded. But Gibraltar was relieved, and the English fleet regained Spithead on November 14th.



Painted by W. Knell, senior.

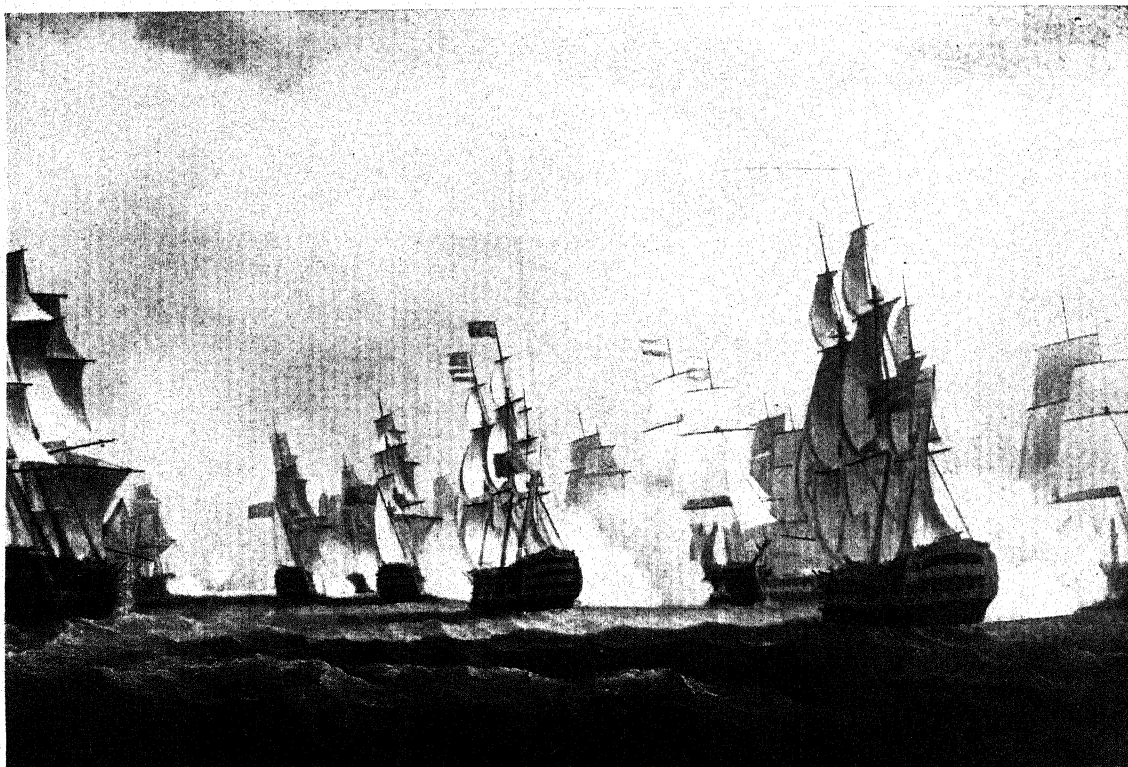
THE TOULON CONFLAGRATION.

Castles' Shipbreaking Company.

In 1793 the "Egmont," commanded by Captain Archibald Dickson, was in a fleet of 51 sail of various kinds commanded by Vice-Admiral Lord Hood with his flag in "Victory." They arrived off Toulon on August 15th to keep the French fleet in check. Inside the port there were 58 ships, frigates, and corvettes. The Royalist forces surrendered the town, works, and ships to Lord Hood, who landed seamen and took possession of the forts. The Spaniards under Admiral Don Juan de Langara co-operated with the English. Soon afterwards the French Republican forces laid siege to the town, and conducted their operations with

such activity that on December 15th the English and Spanish allies were forced to evacuate the place. They took away with them 15,000 of the Royalist population, and before leaving destroyed the dockyards and magazines, and a large number of the ships in the harbour. The Royalists left behind in Toulon were most ruthlessly massacred by the Republicans. It is interesting to note that while Nelson was present, commanding the "Agamemnon" during these operations, Napoleon was outside the town with the Republican besiegers.

On February 7th, 1794, the "Egmont," commanded by Captain Archibald Dickson, was in a squadron of 5 ships, besides transports with troops, which arrived at Corsica under Commodore Robert Linzee with his broad pennant in "Alcide." The troops were landed, and a combined attack by land and sea was unsuccessful on the following day. The seamen from the fleet, by incredible exertions, pulled some 18-pounders into a commanding position, which had been



Painted by T. Whitcombe.

BATTLE OFF CAPE ST. VINCENT.

The Painted Hall, Greenwich.

supposed to be inaccessible, and after a bombardment Convention Redoubt was captured. The French then destroyed two frigates in San Fiorenzo and retreated. San Fiorenzo was then reduced, and after a siege of Bastia, lasting till May 21st, Corsica was captured and transferred its allegiance to Great Britain.

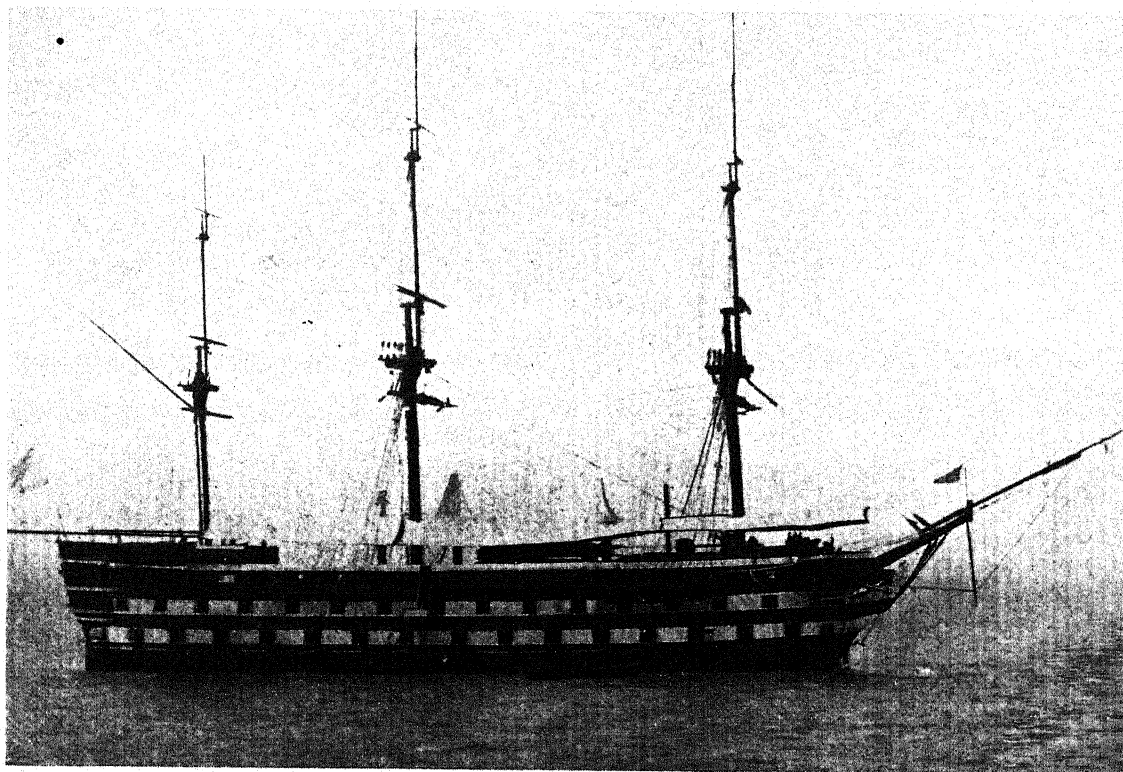
In 1795 the "Egmont," commanded by Captain John Sutton, was in the centre squadron of a combined British and Neapolitan fleet of 24 sail in all, commanded by Vice-Admiral Hotham with his flag in "Britannia." They took part in an action with the French off Genoa. The French fleet, which consisted of 22 ships, was sighted on March 11th, and after a chase a partial action took place on the 13th, in which the "Egmont" hotly engaged the enemy's rear. A further action took place on the following day, in which two French ships were captured and two British ships had to be towed out of the line. The total British loss was 74 killed and 284 wounded, to which the "Egmont" contributed 7 killed and 21 wounded. The total French loss is not known, but the two captured vessels alone lost 400 killed and wounded. Historians consider that Vice-Admiral Hotham did not take full advantage of his opportunities.

On July 9th, 1795, the "Egmont," commanded by Captain John Sutton, was one of a combined British and Neapolitan fleet of 32 sail in all, under Admiral Hotham with his flag in

"Britannia." Commodore Horatio Nelson on the 7th had discovered the French fleet off Cape de Melle, and was chased to San Fiorenzo where he gave the information to the Admiral. The French fleet consisted of 23 ships under Vice-Admiral Martin. On the 13th the French fleet were sighted off Hyères, and the British at once chased. The action began at 12.30 P.M. At 2 P.M. a French ship struck her colours, and at 3 P.M. Admiral Hotham stopped the action. The British lost 11 killed and 28 wounded, and captured one ship. Admiral Hotham's decision to cease fighting was severely criticised.

In March 1796 the "Egmont," commanded by Captain John Sutton, captured the French 22-gun corvette "Sardine."

On March 9th, 1796, the "Egmont," commanded by Captain John Sutton, in company with some others, captured the French 28-gun frigate "Nemesis" off Tunis.



THE FIFTH "EGMONT."

Commander William E. Miller, R.N.

In 1797 the "Egmont," commanded by Captain John Sutton, was one of a fleet of 15 ships and 7 small craft commanded by Admiral Sir John Jervis with his flag in "Victory." On February 14th they fought a battle off Cape St. Vincent with a Spanish fleet of 27 ships commanded by Admiral Don José de Cordova. On February 13th the "Minerve," flying the broad pennant of Commodore Horatio Nelson, joined Sir John Jervis at sea and informed him that the Spaniards were out. The Spanish fleet was sighted at 6.30 A.M. on the 14th, and the British at once chased. The British leading ship opened fire at 11.30 A.M. and the action was general by 1.30. The "Captain," with Commodore Nelson on board, boarded and captured the "San Nicolas" and "San Josef," which had fouled one another. The action ceased at 4.30 P.M. The British, who captured 4 Spanish ships of the line and crippled several others, lost no ships, but suffered a loss of 73 men killed and 227 wounded seriously. The Spaniards lost about 1000 killed and wounded. Sir John Jervis was created Earl St. Vincent, with a pension of £3000 a year, but it had already been decided to make him a Baron before this victory. Several baronetcies and knighthoods were given, and the thanks of both Houses of Parliament were voted to the fleet.

The Spaniards were subsequently blockaded into Cadiz, and several unsuccessful attacks took place against that town.

THE KING'S SHIPS

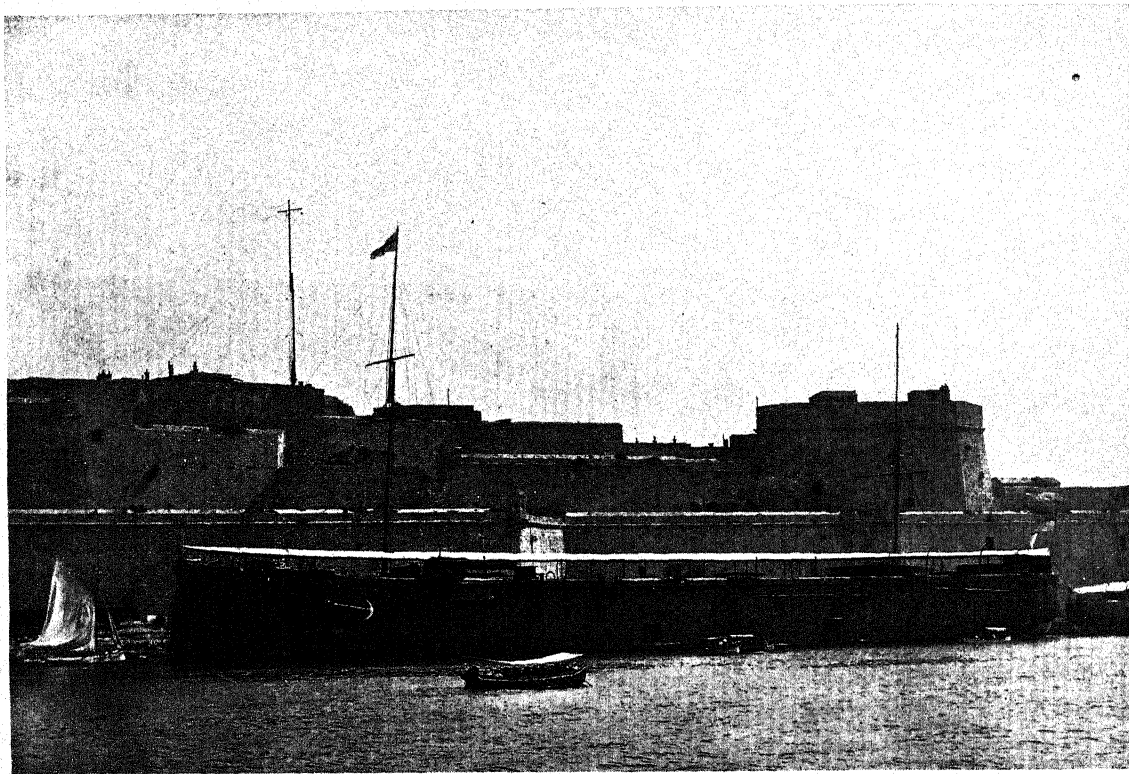
EGMONT

In 1799 this "Egmont" was broken up.

The third "EGMONT" was a small snow purchased in 1770.

The fourth "EGMONT" was a 10-gun schooner known as the "Earl of Egmont."

On July 14th, 1779, the "Earl of Egmont," while commanded by Lieutenant John Gardiner, was captured on the banks of Newfoundland by the American privateer brig "Wild Cat," 14 guns. The "Earl of Egmont's" powder was wet, her crew, which numbered only 26, was not sufficiently strong to work her sails and guns, and she was in consequence boarded and easily overpowered.



THE SIXTH "EGMONT" (WAS "ACHILLES").

From the photograph by Richard Ellis.

The fifth "EGMONT" was a 74-gun ship launched at Northfleet in 1810. She was of 1760 tons and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 17 ft.

In 1814 the "Egmont," flying the flag of Rear-Admiral Charles Vinnicombe Penrose, stood into the river Gironde with a squadron of 4 vessels. Preparations for an attack on about 10 men-of-war having been made, the French saved the English the trouble by burning the vessels. At the same time the various works commanding the river were entered and destroyed by the seamen from the fleet under Captain George Harris.

After acting as receiving ship at Rio de Janeiro the "Egmont" was sold in 1875.

The sixth "EGMONT" is a 16-gun broadside battleship, launched at Chatham in 1863 as the "Achilles." She is of 9820 tons, 5720 horse-power, and 14.3 knots speed. Her length, beam, and draught are 380 ft., 58 ft., and 27 ft.

This vessel went to Malta as receiving ship as the "Hibernia," but her name was subsequently changed to "Egmont."

ELECTRA

The Wars of the French Revolution and Empire—Operations at Scilla Island

. . . . 1808



ELECTRA.—In Greek legend (1) "The Radiant" daughter of Oceanus and Thetis. (2) The daughter of Agamemnon and Clytemnestra. After the murder of her father by her own mother and Aegisthus, she took her little brother Orestes, to Strophios, Lord of Phocis, and charged him to bring up the child to be the avenger of his father's murder. When Orestes returned a grown man, Electra aided him in executing their revenge. She became the wife of his friend Pylades.

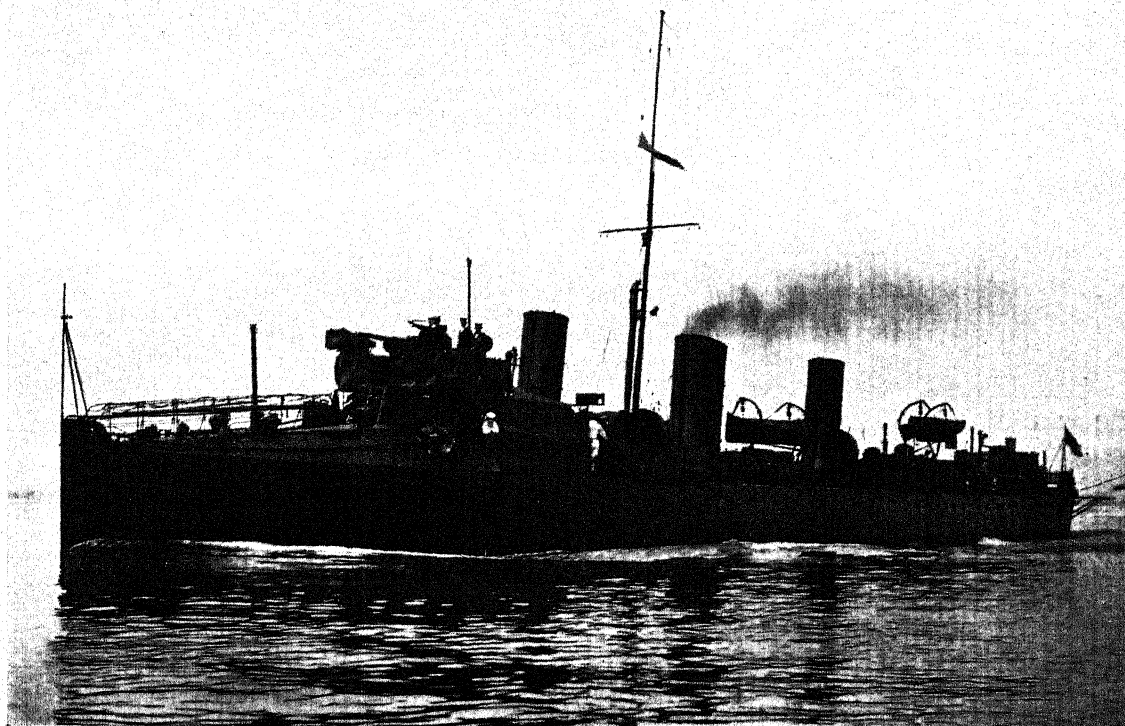
Both Sophocles and Euripides wrote tragedies bearing the name of Electra.

The first "ELECTRA" was a 16-gun brig sloop, launched at Mistleythorne in 1806. She was of 285 tons, and carried a crew of 95 men. Her length, beam, and draught were 93 ft., 26 ft., and 12 ft.

On February 17th, 1808, the "Electra," commanded by Commander George Barne Trollope, assisted the British troops in the evacuation of the Island of Scilla, which was the last position held by the British in Lower Calabria. This step was necessary on account of the success of the French arms in Southern Italy.

On March 25th, 1808, the "Electra," commanded by Commander G. B. Trollope, was wrecked and lost off Port Augusta on the coast of Sicily, but the crew were saved.

The second "ELECTRA" was a 16-gun brig sloop, captured from the French in



THE FOURTH "ELECTRA."

From the photograph by Ernest Hopkins.

THE KING'S SHIPS

EMERALD

1808. She was of 315 tons, and carried a crew of 95 men. Her length, beam, and draught were 93 ft., 28 ft., and 12 ft.

She was taken in the English Channel as the "Espiegle" on August 16th, 1808, by the "Sibylle," Captain Clotworthy Upton. After having been added to the Navy her name was changed to "Electra."

In 1816 the "Electra" was sold.

The third "ELECTRA" was an 18-gun ship sloop, launched at Portsmouth in 1837. She was of 462 tons, and carried a crew of 125 men. Her length, beam, and draught were 113 ft., 31 ft., and 10 ft.

In 1862 the "Electra" was sold for £950.

The fourth "ELECTRA" is a twin-screw torpedo-boat destroyer, launched at Clydebank in 1896. She is of 385 tons, 5800 horse-power, and 30 knots speed. Her length, beam, and draught are 218 ft., 20 ft., and 6 ft.

EMERALD

EMERAUDE

The Seven Years' War—		
The attack on Martinique	1759	
The capture of Guadeloupe	1759	
The War of American Independence—		
"The Right of Search"	1779	
The Wars of the French Revolution and Empire—		
Assisted to destroy Spanish "Ninfa" and Spanish "Santa Elena"	1797	
The blockade and bombardment of Cadiz	1797	
Nelson's attack on Teneriffe	1797	
Assisted to destroy French "Anémone"	1798	
British chivalry	1798	
Capture of French squadron off Cape Sicié	1799	
An interrupted search	1799	
		Action with Spanish convoy off Cadiz 1800
		Assisted to capture Spanish "Carmen" and Spanish "Florentina" 1800
		The capture of St. Lucia and Tobago 1803
		Captured Dutch colonies, Demerara, Essequibo, and Berbice 1803
		Captured French "Enfant Prodigue" 1803
		Captured French "Mosambique" 1804
		The capture of Surinam 1804
		The blockade of Rochefort 1808
		Boat operations at Vivero 1808
		Destroyed French "Apropos" 1808
		Action in Basque Roads 1809
		Captured French "Incomparable" 1809
		Captured French "Fanfaron" 1809
		Punitive expedition to the Solomon Islands 1889



EMERALD.—A precious stone classed in mineralogy with the beryl, from which, however, it differs in having a fine green colour. On applying friction to it the emerald becomes electric, and it can be heated to a very high temperature without losing its colour. The finest emeralds are procured from Muzo in Columbia. Various virtues were ascribed to the gem by the ancients. It was said to be good for the eyes, to assist women in childbirth, and to drive away evil spirits. As a gem the emerald is reckoned inferior only to the diamond and ruby. It has been successfully imitated by the manufacturers of paste stones.

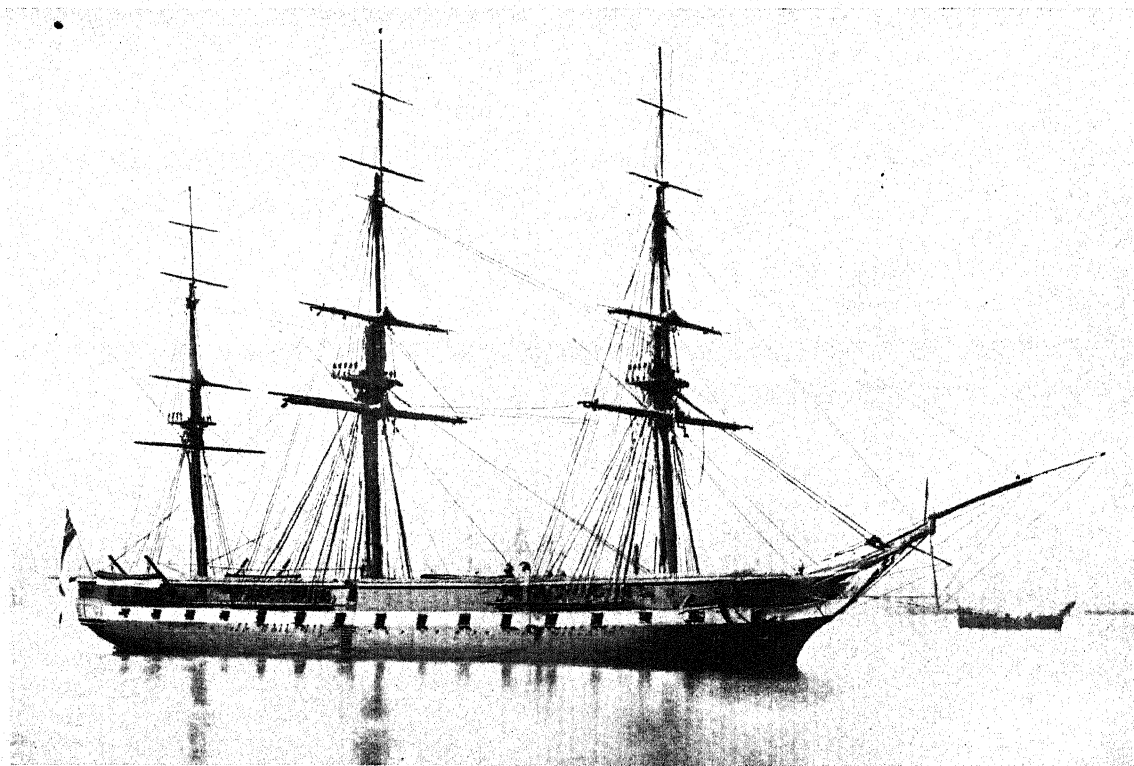
The first "EMERALD" was a 28-gun frigate, captured from the French in 1757. She was of 571 tons, and carried a crew of 180 men. Her length, beam, and draught were 115 ft., 34 ft., and 9 ft.

On September 22nd, 1757, the "Southampton," 32 guns, commanded by Captain James Gilchrist, was sent to look into Brest. On the 21st Captain Gilchrist saw a ship in chase of him and promptly made sail towards her. The action that ensued was very bloody. The enemy lost 60 men killed and wounded, chiefly in an unavailing attempt to board, and the loss in the "Southampton" was 20 killed and 30 wounded. The Frenchman having lost both her first and second captains, hauled down her colours, and was found to be the royal frigate "Emeraude," 28 guns. She was brought into the British Navy under the name of "Emerald."

In 1759 the "Emerald" was in a fleet of 11 ships of the line, 10 frigates, and 4 bombs under the orders of Commodore John Moore who flew his broad pennant in "Cambridge" as Commander-in-Chief of the British forces on the Leeward Islands station. On January 15th they arrived in Fort Royal Bay to attack Martinique. On the 16th the "Bristol" silenced

and occupied a fort on Negro Point. A general bombardment was then carried out and troops landed. The enemy proved to be in great force and the troops withdrew. St. Pierre, the capital, was then bombarded by one ship, and the attempt on Martinique, which had proved a complete fiasco, was abandoned. The fleet then proceeded to attack Guadeloupe. On January 23rd the forts, citadels, and batteries of Basse Terre were bombarded. The "Ripon" got aground and was in great danger until relieved. By 5 P.M. the enemy's fire was silenced. On the following day the town was wantonly destroyed by the fire of the four bombships, and the troops landed. Basse Terre and Fort Royal were occupied, and the French retired to the mountains, where they made a most courageous stand for three months before they finally surrendered.

In 1761 this "Emerald" was broken up.



THE FIFTH "EMERALD."

Rear-Admiral William R. Clutterbuck.

The second "EMERALD" was a 32-gun frigate, launched at Hull in 1762. She was of 681 tons, and carried a crew of 220 men. Her length, beam, and draught were 125 ft., 35 ft., and 12 ft.

On December 31st, 1779, the "Emerald" was one of a fleet of 12 vessels under Captain Charles Fielding in "Namur," which came up with a large Dutch convoy under Rear-Admiral Van Bylandt with whom were 2 sail of the line and 2 frigates. The Dutch were suspected of carrying contraband of war for the French and refused the British request to be allowed to search the vessels. On the following day the boats attacked, and the ships exchanged broadsides, whereupon the Dutch struck. Nine prizes were taken and condemned in due course.

In 1793 the "Emerald" was broken up.

The third "EMERALD" was a 36-gun frigate, launched on the Thames in 1795. She was of 926 tons, and carried a crew of 270 men. Her length, beam, and draught were 143 ft., 38 ft., and 13 ft.

On April 26th, 1797, the "Emerald," commanded by Captain Velters Cornwall Berkeley,

in company with the "Irresistible," chased two Spanish 34-gun frigates into Conil Bay, near Cadiz, and after an action lasting one and a half hours compelled them to strike their colours. The "Santa Elena" cut her cables, drove ashore, and sank after being got off. The "Ninfa" was added to the British Navy as the "Hamadryad." The Spanish vessels had treasure on board, but unloaded it into fishing boats and sent it on shore before they were attacked. The British lost 1 killed and 1 wounded. The Spaniards lost 18 killed and 30 wounded.

On July 5th, 1797, the "Emerald," commanded by Captain Thomas Moultray Walker, was in a small squadron under Commodore Sir Horatio Nelson, which bombarded Cadiz during the blockade of that place. Much damage was done, and part of the Spanish fleet, apprehending a renewal of the firing, warped out of range on the following day. The boats co-operated in the attack, and the British lost in the desultory fighting 3 killed and 16 wounded.

On July 15th, 1797, the "Emerald," commanded by Captain T. M. Walker, was one of a squadron of 9 vessels which sailed from Cadiz under Rear-Admiral Sir Horatio Nelson with his flag in "Theseus." On the 20th they arrived off Santa Cruz, Teneriffe. On that night the "Emerald" and 3 other ships with the boats of the squadron endeavoured to attack and seize

a fort, but the attempt failed owing to adverse winds and currents. At 1 A.M. on the 25th a further attack was made by boats, etc. Nelson was struck on the right elbow, and his arm was amputated immediately on return on board. The attack failed simultaneously in two places, and the British lost 37 killed and 197 drowned, wounded, or missing.

On September 2nd, 1798, the "Emerald," commanded by Captain T. M. Walker, while in company with the "Seahorse," drove ashore and destroyed at Damietta the French 4-gun cutter "Anémone." The Arabs attacked the Frenchmen and killed many of those that got ashore, and the



From a contemporary drawing.

Admiral the Rt. Hon. the Lord Charles Scott.

THE FIFTH "EMERALD" IN A GALE.

"Emerald" at once went to the rescue and saved a few, including the lieutenant commanding.

On June 19th, 1799, the "Emerald," commanded by Captain T. M. Walker, was in a squadron of 5 ships about 60 miles south of Cape Sicié, which was so fortunate as to engage and capture a French squadron of 5 ships, bound from Jaffa to Toulon. All five captures were added to the Navy.

On December 24th, 1799, the boats from the "Emerald" and "Flora" near Gibraltar were searching a Danish convoy when the Danish 40-gun ship "Havfru" opened fire on them and compelled them to abandon the search.

On April 6th, 1800, the "Emerald," commanded by Captain T. M. Walker, in company with two other ships, sighted a Spanish convoy off Cadiz, and captured two of the ships. On April 7th the "Emerald" and one other attacked and captured two Spanish frigates, the "Carmen," 32 guns, and the "Florentina," 34 guns. The Spaniards lost 22 killed and 26 wounded, but the British ships suffered no loss.

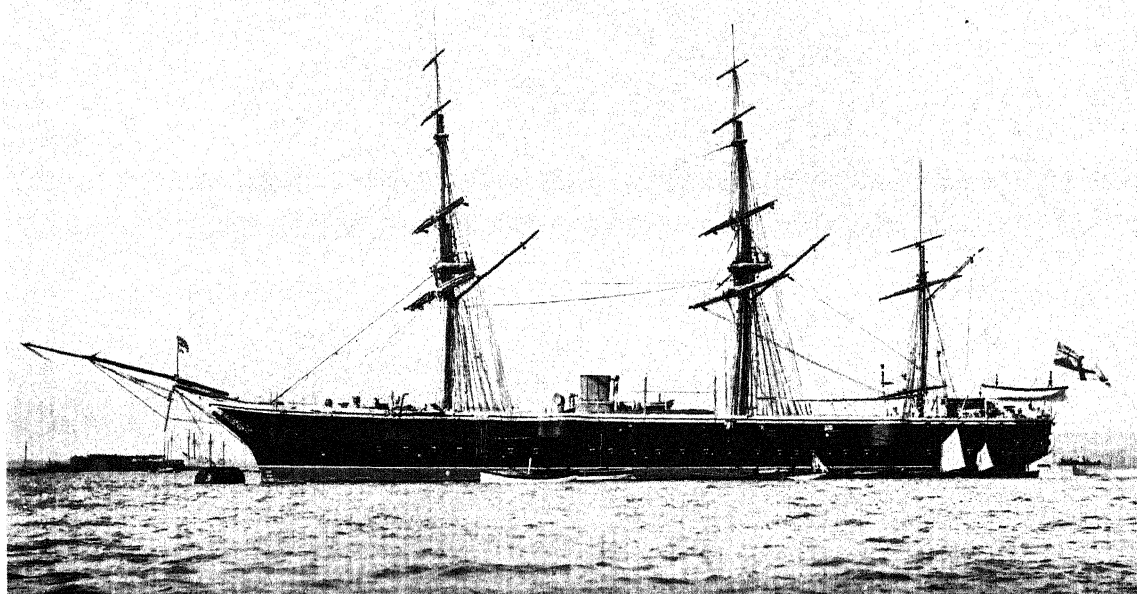
On June 21st, 1803, the "Emerald," commanded by Captain James O'Bryen, was one of a fleet of 14 vessels commanded by Commodore Samuel Hood with his broad pennant in "Centaur." They were carrying troops and they anchored at 11 A.M. off St. Lucia. The same evening the French outposts were driven in, and on the 22nd, after the fort had been stormed, St. Lucia surrendered to the British who had lost 20 killed and 110 wounded. On July 1st the Island of Tobago surrendered to an attack. By the end of September the Dutch colonies

of Demerara, Essequibo, and Berbice were captured without loss, together with a Dutch 14-gun corvette.

On June 24th, 1803, the "Emerald," commanded by Captain James O'Bryen, captured the French 16-gun sloop "Enfant Prodigue" in the West Indies. The prize was added to the British Navy, and her name was changed to "Santa Lucia."

On March 13th, 1804, some thirty volunteers and Lieutenant Thomas Forrest from the "Emerald," Captain James O'Bryen, embarked in an armed sloop and attacked the French 10-gun privateer "Mosambique" near St. Pierre, Martinique. The French crew after discharging one broadside precipitately bolted and swam ashore. The British loss in this affair was but 2 wounded.

On April 25th, 1804, the "Emerald," Captain James O'Bryen, was joined in the river



THE SIXTH "EMERALD."

From the photograph by H. J. Symonds.

at the Dutch island of Surinam by a squadron of 7 ships commanded by Commodore Samuel Hood with his broad pennant in "Centaur," and by several transports carrying some 2000 troops. On April 30th the "Emerald" and others bombarded and silenced a fort, and Braam's Point, Frederici Battery, and Leijden Redoubt were successively stormed and carried by the troops. On May 5th, while preparations for a grand attack were proceeding, the whole of the Dutch colony of Surinam surrendered together with 10 men-of-war and some merchantmen, 2000 prisoners, and 282 guns. The Navy lost only 5 killed and 8 wounded.

In February 1808 the "Emerald," commanded by Captain Frederick Lewis Maitland, was engaged in the blockade of Rochefort.

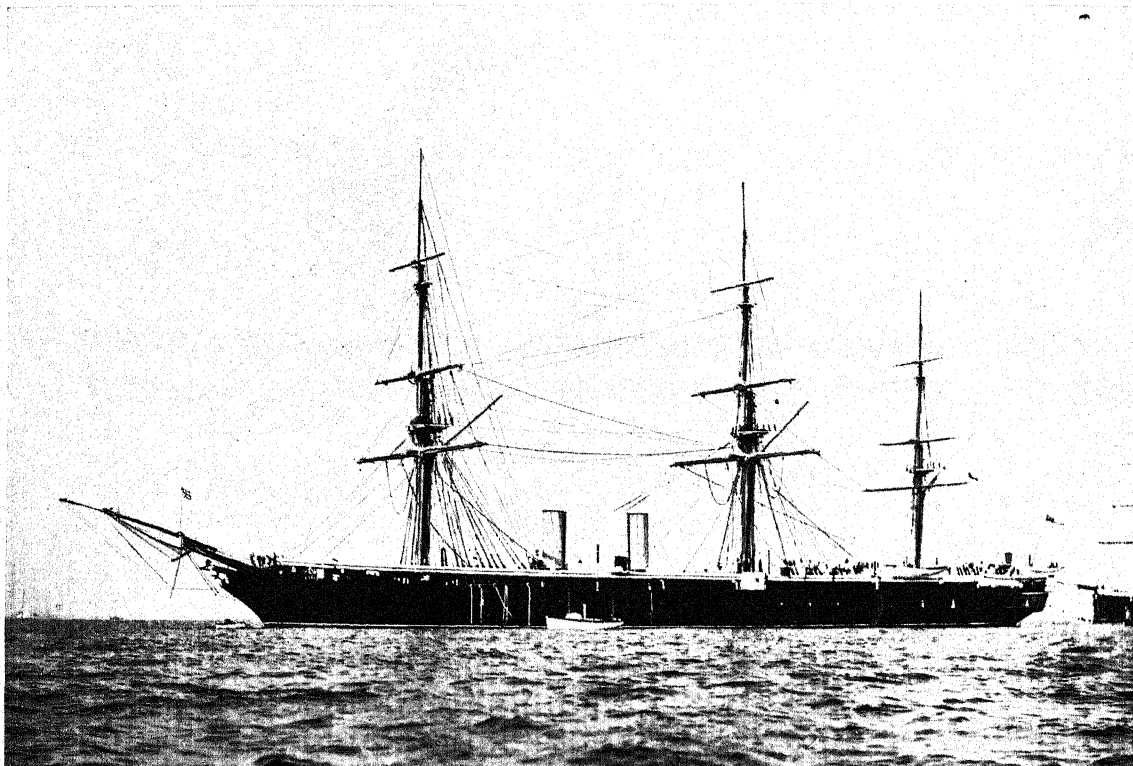
On March 13th, 1808, the "Emerald," Captain F. L. Maitland, sent her boats into Vivero Harbour and stormed and captured a fort. In the meanwhile another boat party, under a heavy fire, drove ashore and burned the French 8-gun schooner "Apropos." The "Emerald" lost 9 killed and 16 wounded.

On March 17th, 1809, the "Emerald," commanded by Captain Frederick L. Maitland, was one of a fleet of 60 vessels of various kinds which anchored off Basque Roads, under Admiral Lord Gambier with his flag in "Caledonia," to attack the French fleet lying within. A few days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the

THE KING'S SHIPS

EMERALD

Admiralty to command the attack by means of fireships and explosion vessels. On April 11th 12 fireships, accompanied by explosion vessels, and escorted by men-of-war, made sail towards the harbour and broke the boom under a heavy fire. The French fell into a great panic, cut their cables, and by midnight all except two had run ashore. The "Emerald" created a diversion off the Isle d'Aix, and then went up harbour and assisted in the attack. In the morning Captain Lord Cochrane signalled to Lord Gambier that if half the fleet could be sent in the enemy would be completely destroyed. Lord Gambier did not comply with this request. The attack was, however, renewed, and the two remaining French vessels ran ashore in endeavouring to escape. In spite of repeated signals Lord Gambier failed to send adequate support, but by 8 P.M. two French vessels had been captured, and two were blown up. On the day following the attack continued, but on the 14th Lord Cochrane was recalled by Lord



THE SEVENTH "EMERALD."

From the photograph by H. J. Symonds.

Gambier and returned to England, where he intimated that from his place in Parliament he would oppose the passage of a vote of thanks to the Commander-in-Chief. Lord Gambier demanded a court-martial, and was considered fortunate in securing an acquittal, and in subsequently receiving the thanks of Parliament. Napoleon said that the French admiral was a fool, and that Lord Gambier was no better; also that the British Commander-in-Chief had not properly supported Lord Cochrane. Captain Lord Cochrane was made a K.B. and several officers were promoted. The British lost only 8 killed and 24 wounded.

In October 1809 the "Emerald," Captain F. L. Maitland, captured the French 8-gun brig "Incomparable" off the Irish coast.

On November 6th, 1809, the "Emerald," Captain F. L. Maitland, captured the French 16-gun vessel "Fanfaron" off Guadeloupe.

After doing duty as a receiving ship at Portsmouth the "Emerald" was broken up in 1836.

The fourth "EMERALD" was a 26-ton sailing vessel purchased in 1820. Her length, beam, and draught were 57 ft., 19 ft., and 9 ft.

In 1847 this vessel was broken up.

The fifth "EMERALD" was a 51-gun screw frigate launched at Deptford in 1856. She was of 2913 tons and 600 horse-power. Her length, beam, and draught were 237 ft., 53 ft., and 19 ft.

In 1869 the "Emerald" was sold for £8900.

The sixth "EMERALD" was a 12-gun screw corvette launched at Pembroke in 1876. She was of 2120 tons, 2170 horse-power, and 14 knots speed. Her length, beam, and draught were 220 ft., 40 ft., and 19 ft.

In 1889 the "Emerald," commanded by Captain William Henry Maxwell, proceeded to the Solomon Islands to punish the natives for the murder of a boat's crew belonging to the British schooner "Sandfly." The murderers were not then discovered, but their villages were burned. Some time later Bishop Selwyn persuaded the chief to surrender the ringleaders, who were duly executed.

This vessel ended her career as a powder hulk at Portsmouth, and in 1906 she was sold

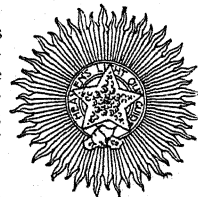
The seventh "EMERALD" was a 9210-ton ship which had been launched at Glasgow as a broadside ironclad in 1862 under the name of "Black Prince."

In 1903 her name was changed to "Emerald," and she acted for some years as training-ship for the Irish boys at Queenstown. Her name was again changed in 1910 to "Impregnable III.," and she became merged into the Boys' Training Establishment at Devonport.

EMPEROR OF INDIA

HIS MOST EXCELLENT MAJESTY GEORGE THE FIFTH

By the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King; Defender of the Faith; Emperor of India. Born at Marlborough House, June 3rd, 1865. Naval Cadet, June 5th, 1877; Midshipman, January 8th, 1880; Sub-Lieutenant, June 3rd, 1884; Lieutenant, October 8th, 1885; commanded torpedo boat No. 79 in 1889; commanded the gunboat "Thrush" on the North American and West Indies Station, 1890-91; Commander, August 24th, 1891; commanded the second-class cruiser "Melampus," 1891; Captain, January 2nd, 1893; commanded the first-class cruiser "Crescent," 1898. Rear-Admiral, January 1st, 1901; Vice-Admiral, June 26th, 1903; Admiral, March 1st, 1907; Succeeded to the Throne, May 6th, 1910; Admiral of the Fleet, May 7th, 1910; Crowned at Westminster Abbey, June 22nd, 1911.



On succeeding to the Throne His Majesty was graciously pleased to address the following message to the Princes and Peoples of India:—

23rd May 1910.

THE lamented and unlooked-for death of my dearly loved Father calls me to ascend the Throne that comes to me as the heir of a great and ancient line.



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George R.I.

(By gracious permission of His Majesty.)

11th, 1911, and proceeded to Portsmouth. The "Medina," a new twin-screw vessel belonging to the Peninsular and Oriental Steam Ship Company, was hired from her owners; she was commissioned as a man-of-war by Captain Alfred E. M. Chatfield, R.N.; and she flew the flag of Rear-Admiral Sir Colin Richard Keppel. Their Majesties embarked on board this ship and sailed on November 11th, their escort consisting of the armoured cruisers "Cochrane," "Defence," "Argyll," and "Natal." A portion of the

As King and Emperor I greet the Princes, the Ruling Chiefs, and all the other dwellers in my Indian dominions. I offer you my heartfelt thanks for the touching and abundant manifestation that this event has called forth from all the diverse races, classes, and faiths in India, of loyalty to the Sovereign Crown, and personal attachment to its wearers.

Queen Victoria of revered memory addressed her Indian subjects and heads of Feudatory States when she assumed the direct government in 1858; and her august son, my Father, of honoured and beloved name, commemorated the same most notable event in His Address to you fifty years later. These are the charters of the noble and benignant spirit of Imperial rule, and by that spirit in all my time to come I will faithfully abide.

By the wish of His late Majesty, and following his own example, I visited India five years ago, accompanied by my Royal Consort. We became personally acquainted with great kingdoms known to history, with monuments of a civilisation older than our own, with ancient customs and ways of life, with native Rulers, with the peoples, the cities, towns, villages, throughout those vast territories.

Never can either the vivid impressions or the affectionate associations of that wonderful journey vanish or grow dim.

Firmly I confide in your dutiful and active co-operation in the high and arduous tasks that lie before me, and I count upon your ready response to the earnest sympathy with the well-being of India that must ever be the inspiration of my rule.

GEORGE R.I.

The introduction of this shipname into the Navy commemorates the visit of the King-Emperor to India, 1911-1912, which important event is now briefly described:

His Majesty King George the Fifth, accompanied by Her Majesty the Queen and a suite of twenty-two persons, left Buckingham Palace on November

Home Fleet had the honour of attending Their Majesties at sea for a few hours. The "Medina" anchored at Gibraltar on November 14th, and left on the following day for Port Said, where she arrived on November 20th. On November 21st His Highness the Khedive of Egypt visited Their Majesties, and on the 22nd the "Medina" entered the Suez Canal, and proceeding past Suez and down the Red Sea, anchored at Aden on November 27th. Here Their Majesties visited the statue of Her Majesty the late Queen Victoria. The "Medina" entered the Indian Ocean on November 28th. On December 2nd the "Medina," with her escorting cruisers, anchored off Bombay, and His Excellency the Viceroy immediately waited on the King-Emperor. During the afternoon Their Majesties landed, and having received an Address of Welcome to India, drove in procession round the city. On December 3rd Their Majesties again landed, and in the evening attended Divine Service at the Bombay Cathedral. On the following day twenty-six thousand children sang to Their Majesties, who afterwards visited the Bombay Exhibition, the Caves of Elephanta, and other places of interest. The King-Emperor and Queen-Empress left Bombay on December 5th, and arrived at Delhi at ten o'clock on the morning of December 7th. A formal reception of the Native Princes took place, which was followed by the State entry into Delhi, and the reading of an Address of Welcome from the Legislative Councils, the Judges, and other high officers. During the afternoon the King-Emperor received many of the Ruling Chiefs individually, and continued these Audiences on the two following days.



On December 8th His Majesty laid the first stone of the memorial to His Majesty the late King Edward the Seventh.

On December 9th the Queen-Empress received an Address of Welcome from a number of Indian ladies.

On December 11th the King-Emperor made a Presentation of Colours to seven battalions of British Infantry and two battalions of Native Infantry, afterwards inspecting the Veterans and holders of the Order of British India.

On December 12th the King-Emperor held his Coronation Durbar. At noon Their Majesties proceeded to the Shamiana and took their seats on their thrones. The King-Emperor then read an Address announcing the ceremony of his Coronation, after which the Viceroy, the Executive Council, the Ruling Chiefs, the Justices, the Legislative Council, the Governors and Lieutenant-Governors passed before His Majesty and paid homage. Their Majesties then proceeded to the Royal Pavilion, and the Chief Herald read the King-Emperor's Proclamation in English, which the Indian Herald repeated in Urdu. The salute having been given, the Viceroy, by the King-Emperor's command, read a further Proclamation of benefits which would be conferred in memory of the occasion. Their Majesties having returned to the Shamiana, the King-Emperor made several announcements, among them being the intention to transfer the capital of India from Calcutta to Delhi, and to create a Governorship for the Presidency of Bengal. The Coronation Durbar was then closed.

On December 13th His Majesty held a levee of various officers, and received many addresses. On this day three separate religious processions assembled on the plain under the fort of Delhi, and made common supplication to the Almighty on behalf of the King-Emperor.

In the afternoon Their Majesties attended the national festival by appearing on the balcony and ramparts of the Fort, and about half a million persons defiled past them.

On December 14th Their Majesties motored to Dahirpur, where the King-Emperor reviewed the troops, and in the evening he held an Investiture.

On December 15th Their Majesties each laid a stone as the beginning of the building of the new capital city of Delhi.

On December 16th, the Ruling Chiefs having taken leave, Their Majesties left Delhi, the King-Emperor proceeding to Nipal and the Queen-Empress to Rajputana. A fortnight later the Royal travellers met at Bankipore, and arrived together at Calcutta on December 30th. After remaining in the old capital until January 8th they left by train for Bombay, where they arrived two days later. The Legislative Council of Bombay presented a farewell address, to which the King-Emperor replied, and Their Majesties embarked again on board H.M.S. "Medina," which ship with her escorting cruisers sailed for England at 6 P.M. Port Sudan was reached on January 17th, when Their Majesties disembarked and visited Sinkat to see a Review of Sudanese troops, and the ship proceeded the same evening. The "Medina" arrived on January 20th at Port Said, where His Highness the Khedive of Egypt visited Their Majesties. On January 21st the "Medina" sailed for Malta, which island was reached on January 24th. Five French men-of-war were present in Grand Harbour to take part in welcoming Their Majesties, and various festivities took place before the "Medina" sailed for Gibraltar on January 27th. The "Medina" arrived at Gibraltar on January 30th. On the following day H.R.H. the Infante Don Carlos of Spain, escorted by three Spanish men-of-war, visited Their Majesties, and a Review and Presentation of Colours took place before the "Medina" sailed in the evening.

Spithead was reached safely on February 4th, and on the following day Their Majesties arrived at Buckingham Palace. On February 6th a special service of thanksgiving was held in St. Paul's Cathedral, and Their Majesties received a loyal message from the Princes and people of India, who, in referring to the King-Emperor's visit to the Eastern Empire, stated that "They are confident that the great and historic event marks the beginning of a new era, ensuring greater happiness, prosperity, and progress to the people of India under the aegis of the Crown."

The "EMPEROR OF INDIA" is a turbine battleship laid down at Vickers' Yard at Barrow-in-Furness in 1912.

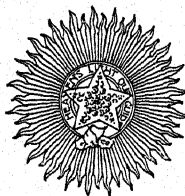
This vessel was originally called "Delhi" to commemorate the visit to that Indian city of His Most Gracious Majesty King George V., but in 1913 it was decided to rename her "Emperor of India."

EMPRESS OF INDIA

The pacification of Crete, 1897; Important gunnery experiments, 1913.

EMPRESS OF INDIA.—This title was assumed by Her late Majesty Queen Victoria on January 1st, 1877.

On Monday, January 1st, 1877, His Excellency Lord Lytton, Viceroy and Governor-General of India, held an Imperial Assemblage at Delhi for the purpose of proclaiming to the Chiefs and People of India the assumption of the title "Empress of India" by Her Most Gracious Majesty the Queen.



The following Proclamation was read aloud, first in the English and then in the Urdu language:—

VICTORIA R.

Whereas an Act has been passed in the present Sessions of Parliament, intituled "An Act to enable Her Most Gracious Majesty to make an addition to the Royal Style and Titles appertaining to the Imperial Crown of the United Kingdom and its Dependencies," which Act recites that, by the Act for the Union of Great Britain and Ireland, it was

provided that after such Union the Royal Style and Titles appertaining to the Imperial Crown of the United Kingdom and its Dependencies, should be such as His Majesty by His Royal Proclamation under the Great Seal of the United Kingdom should be pleased to appoint: and which Act also recites that, by virtue of the said Act, and of a Royal Proclamation under the Great Seal, dated the 1st day of January, 1801, Our present Style and Titles are "VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith": and which Act also recites that, by the Act for the better government of India, it was enacted that the Government of India, theretofore vested in the East India Company in trust for Us, should become vested in Us, and that India should thenceforth be governed by Us and in Our name, and that it is expedient that there should be a recognition of the transfer of government so made by means of an addition to be made to Our Style and Titles: and which Act, after the said recitals, enacts that it shall be lawful for Us, with a view to such recognition as aforesaid, of the transfer of the Government of India, by Our Proclamation under the Great Seal of the United Kingdom to make such addition to the Style and Titles at present appertaining to the Imperial Crown of the United Kingdom and its Dependencies as to Us may seem meet; we have thought fit, by and with the advice of Our Privy Council, to appoint and declare, and We do hereby, by and with the said advice, appoint and declare that henceforth, so far as conveniently may be, on all occasions and in all instruments wherein Our Style and Titles are used, save and except all Charters, Commissions, Letters Patent, Grants, Writs, Appointments, and other like instruments, not extending in their operation beyond the United Kingdom, the following addition shall be made to the Style and Titles at present appertaining to the Imperial Crown of the United Kingdom and its Dependencies; "INDIÆ IMPERATRIX." And in the English



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Victoria

(By gracious permission of His Majesty King George the Fifth.)

that is to say, in the Latin tongue in these words: "EMPRESS OF INDIA."

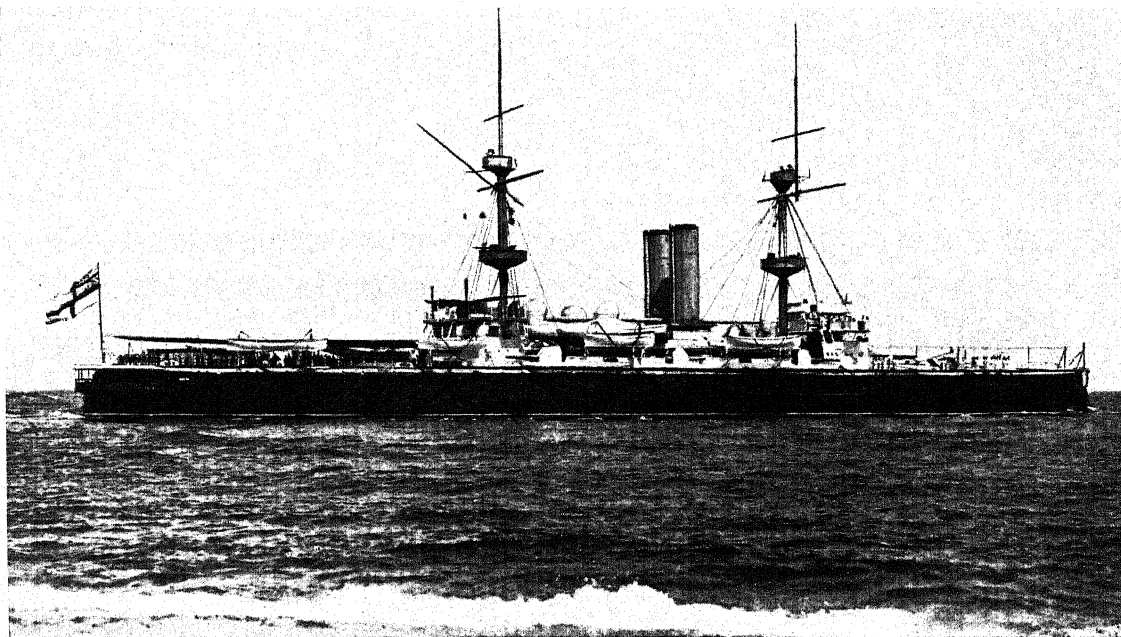
And Our will and pleasure further is, that the said addition shall not be made in the Commissions, Charters, Letters Patent, Grants, Writs, Appointments, and other like instruments, hereinbefore specially excepted.

And Our will and pleasure further is, that all gold, silver, and copper moneys, now current and lawful moneys of the United Kingdom, and all gold, silver, and copper moneys which shall on or after this day be coined by Our Authority with the like impressions, shall, notwithstanding such addition to Our Style and Titles, be deemed and taken to be current and lawful moneys of the said United Kingdom; and further, that all moneys coined for and issued in any of the Dependencies of the said United Kingdom, and declared by Our Proclamation to be current and lawful money of such Dependencies respectively bearing Our Style, or Titles, or any part or parts thereof, and all moneys which shall hereafter be coined and issued according to such Proclamation, shall, notwithstanding such addition, continue to be lawful and current money of such Dependencies respectively, until Our pleasure shall be further declared thereupon.

Given at Our Court at *Windsor*, the twenty-eighth day of *April*, one thousand eight hundred and seventy-six, in the thirty-ninth year of Our Reign.

GOD SAVE THE QUEEN.

The Royal Standard having been saluted with mixed military bands playing the National Anthem, and by a grand salute of one hundred and one salvoes of artillery inter-



THE "EMPRESS OF INDIA."

From the photograph by Richard Ellis.

persed by *feux de joie* from the long line of troops, His Excellency the Viceroy arose and delivered a speech to the Assemblage, and concluded by reading the following telegraphic message which he had that morning received from Her Majesty.

We, Victoria by the Grace of God, of the United Kingdom, Queen, Empress of India, send through our Viceroy to all our Officers, Civil and Military, and to all Princes, Chiefs, and Peoples now at Delhi assembled, our Royal and Imperial Greeting, and assure them of the deep interest and earnest affection with which we regard the people of our Indian Empire. We witnessed with heartfelt satisfaction the reception which they have accorded to our beloved son, and have been touched by the evidence of their loyalty and attachment to Our House and Throne. We trust that the present occasion may tend to unite in bonds of yet closer affection ourselves and our subjects; that from the highest to the humblest all may feel that under our rule the great principles of liberty, equity, and justice are secured to them; and that to promote their happiness, to add to their prosperity, and advance their welfare, are the ever present aims and objects of our Empire.

Her Majesty's views on the religious beliefs of Her Indian people are clearly set forth in Her Proclamation to them in 1858, upon the occasion of the country being taken over by the Government from the Honourable East India Company, and from which the following striking passage is taken:—

We hold Ourselves bound to the Natives of our Indian Territories by the same Obligations of Duty which bind Us to all Our other Subjects ; and those Obligations, by the Blessing of Almighty God, We shall faithfully and conscientiously fulfil. Firmly relying Ourselves on the truth of Christianity, and acknowledging with gratitude the solace of Religion, We disclaim alike the Right and the Desire to impose our Convictions on any of Our Subjects. We declare it to be our Royal Will and Pleasure that none be in any wise favoured, none molested or disquieted, by reason of their Religious Faith or Observances ; but that all shall alike enjoy the equal and impartial protection of the Law : and We do strictly charge and enjoin all those who may be in authority under Us, that they abstain from all interference with the Religious Belief or Worship of any of Our Subjects, on pain of Our highest Displeasure.

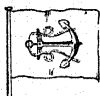
The "EMPRESS OF INDIA" is a 14-gun twin-screw battleship, launched at Pembroke in 1891. She is of 14,150 tons, 13,000 horse-power, and 18 knots speed. Her length, beam, and draught are 380 ft., 75 ft., and 27 ft.

This vessel was originally called "Renown," but her name was changed before completion.

In 1897 the "Empress of India," while commanded by Captain Charles Campbell, C.B., was employed in the pacification of the Island of Crete, which led to the appointment of Prince George of Greece as High Commissioner, under the Suzerainty of the Sultan of Turkey.

On November 4th, 1913, the "Empress of India" was made the subject of some gunnery experiments, and at their conclusion she sank in West Bay near Portland.

ENCHANTRESS



ENCHANTRESS.—A sorceress or dealer in enchantments ; a woman who charms.

The first "ENCHANTRESS" was a 14-gun vessel, launched at Ringmore in 1802, and purchased in 1804. She was of 176 tons and carried a crew of 50 men.

Her length, beam, and draught were 80 ft., 23 ft., and 14 ft.

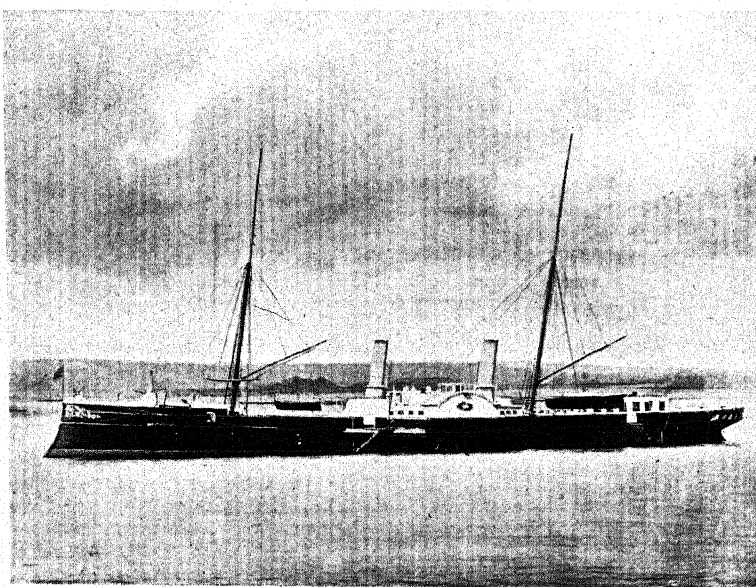
In August 1818 this vessel was transferred to the Black-water River Service.

The second "ENCHANTRESS" was a paddle wheel despatch vessel, launched at Pembroke in 1862. She was of 1000 tons, 1250 horse-power, and 14 knots speed. Her length, beam, and draught were 220 ft., 28 ft., and 11 ft.

In 1889 this vessel was sold.

The third "ENCHANTRESS" was launched at Portsmouth in 1865, as

the paddle-wheel despatch vessel "Helicon." She was of 1000 tons, 1610 horse-power, and 14.5 knots speed. Her length, beam, and draught were 220 ft., 28 ft., and 10 ft.

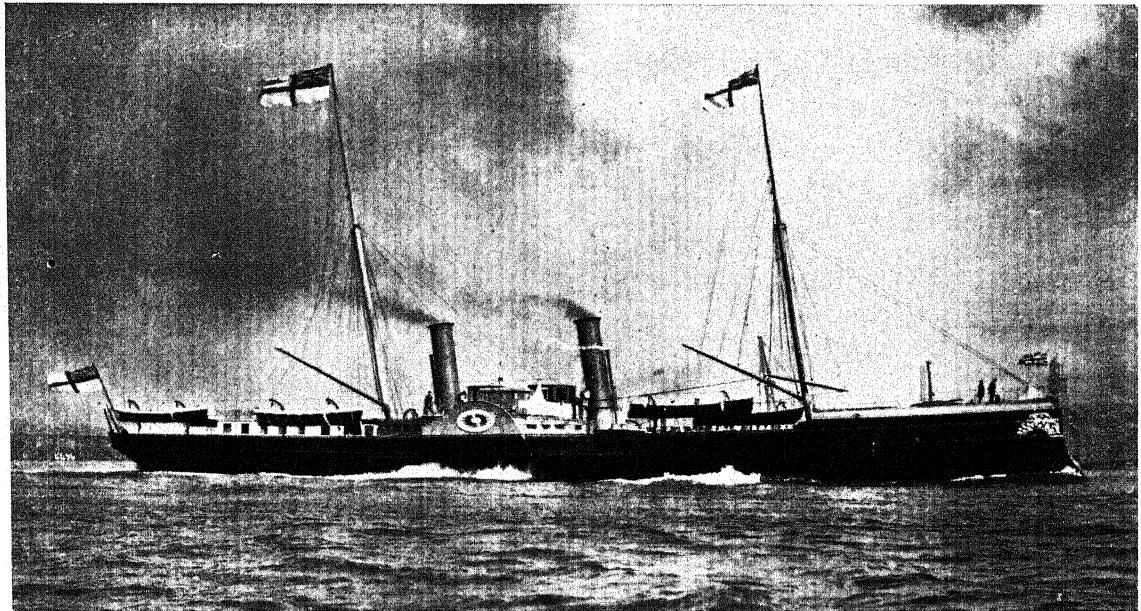


From the photograph by H. J. Symonds.

THE SECOND "ENCHANTRESS."

Her name was changed to "Enchantress" and she became the yacht of the Lords Commissioners of the Admiralty in 1889.

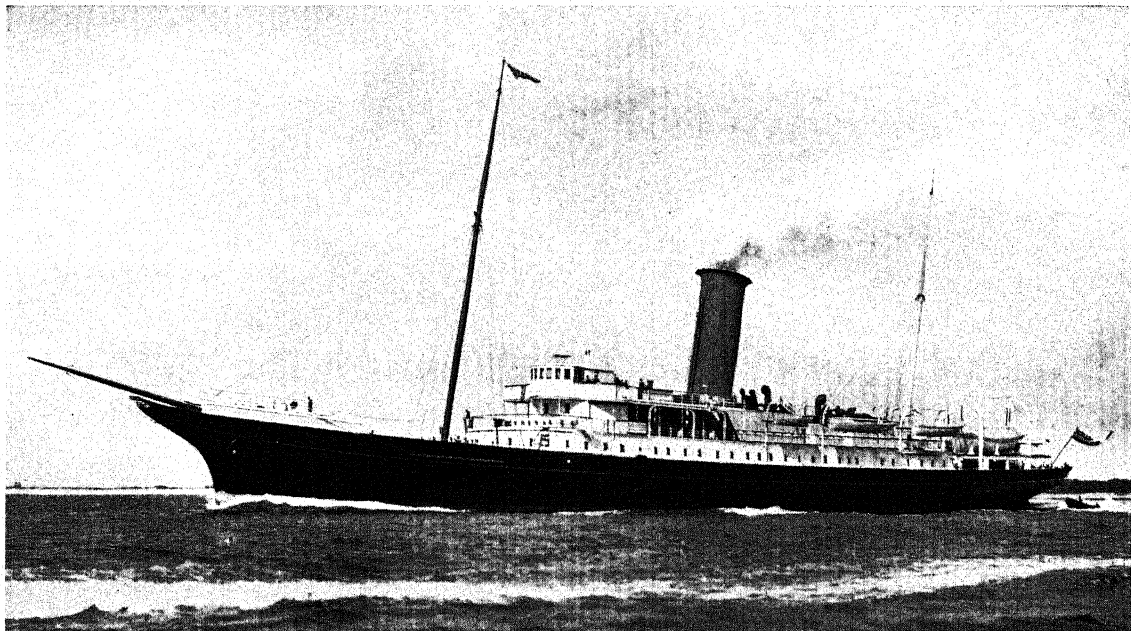
In 1905 this vessel was sold for £2675.



THE THIRD "ENCHANTRESS."

From the photograph by H. J. Symonds.

The fourth "ENCHANTRESS" is a twin-screw Admiralty yacht, launched at Belfast in 1903. She is of 3470 tons, 6400 horse-power, and 18 knots speed. Her length, beam, and draught are 320 ft., 40 ft., and 16 ft.



THE FOURTH "ENCHANTRESS."

From the photograph by Ernest Hopkins.

This ship is the special service vessel, or official yacht, of the Lords Commissioners of the Admiralty in times of peace. In war time she becomes a hospital ship.

ENCOUNTER

The Wars of the French Revolution and Empire—

The capture of Cape Colony	1806
The capture of Buenos Aires	1806
The blockade and attack at Monte Video	1806
The capture of Maldonado and the island of Gorrette	1806
The action in Basque Roads	1809
Operations at Shanghai	1854
Suppression of piracy in the Macao River	1854
The Russian War—	
The occupation of Petropaulovski	1855

The second China War—

Operations in Canton River	1856
The capture of the Taku Forts	1860
The capture of Ningpo	1862
Operations against the Ti-Ping rebels	1862

The first Ashantee War—

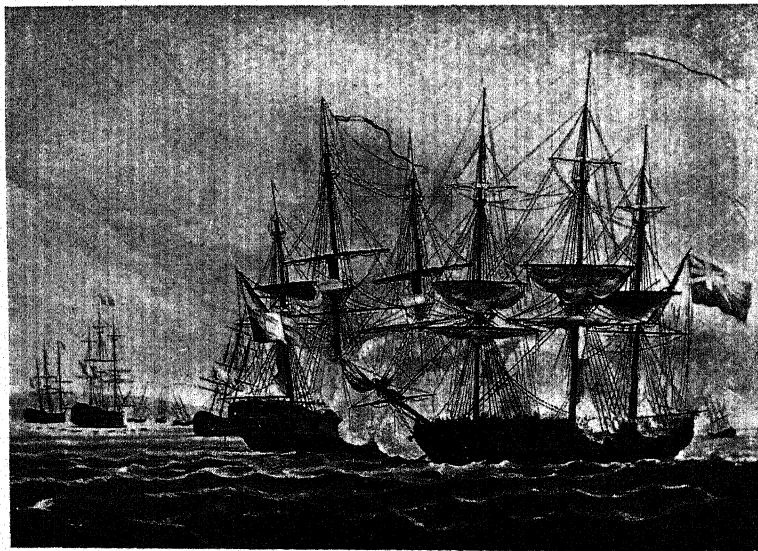
The relief of Abrakrampa	1873
Bombardment and burning of Alboaddi village	1873
Punitive expedition in River Congo	1875



ENCOUNTER.—A sudden or accidental meeting of two or more persons. A fight. Eager and warm conversation either in love or anger. To meet in battle, or in opposition in debate. Encounter Bay lies to the east of Kangaroo Island in South Australia.

The first "ENCOUNTER" was a 12-gun brig launched at Southampton in 1805. She was of 185 tons and carried a crew of 50 men. Her length, beam, and draught were 84 ft., 22 ft., and 8 ft.

In 1806 the "Encounter," commanded by Lieutenant James Hugh Talbot, was one of a squadron of 9 men-of-war, accompanied by transports with 5000 troops, which sailed for an attack on the Cape of Good Hope under Commodore Sir Home Riggs Popham with his broad pennant in "Diadem." The



After T. Whitcombe. Engraved by T. Sutherland.

THE AFFAIR IN BASQUE ROADS.

A. Ackermann.

men were landed with great difficulty at Saldhana Bay and other points on January 7th. The army moved towards Cape Town, dislodged the Dutch from the summit of Blauwberg, and after a brisk bayonet action obliged the main force of the enemy to retire with a loss of 700 killed and wounded, as opposed to a British loss of 15 killed, 189 wounded, and 8 missing. On the 9th the British reached Salt River, and by the 12th Cape Town and subsequently the whole of Cape Colony surrendered.

On April 14th, 1806, the "Encounter," commanded by Lieutenant J. H. Talbot, sailed from Table Bay in

a squadron of 6 men-of-war and 5 transports under Commodore Sir Home Riggs Popham with his broad pennant in "Diadem," for an attack on the Spanish ports of Monte Video and Buenos Aires. This expedition was undertaken without authority from the home Government. On June 16th troops were landed for an attack on Buenos Aires. The Spaniards destroyed a bridge to delay the approach, but the British forces crossed the river by means of improvised rafts, and on July 2nd Buenos Aires capitulated and surrendered over a

million dollars. The insurgents, however, re-attacked the town in overwhelming numbers and re-captured it, with a British loss of 48 killed, 107 wounded, and 10 missing.

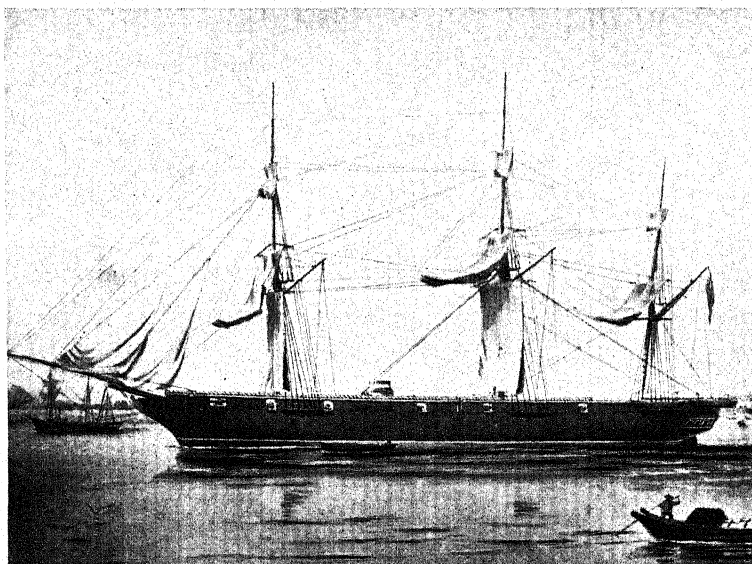
In October the squadron attacked Monte Video, but the attempt failed, as, owing to shallow water, the ships could not get near enough to the defences to make any impression on them.

On October 29th the town of Maldonado, and on the 30th the island of Gorrette, were attacked and captured by the British forces.

Commodore Sir Home Riggs Popham was then superseded and recalled to England, where he was severely reprimanded by sentence of court-martial for leaving his station at the Cape of Good Hope without orders.

On March 17th, 1809, the "Encounter," commanded by Lieutenant James Hugh Talbot, was one of a fleet of 60 vessels of various kinds which anchored off Basque Roads under Admiral Lord Gambier with his flag in "Caledonia," to attack the French fleet lying within. A few days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the Admiralty to command an attack by means of fireships and explosion vessels. On April 11th

12 fireships, with some explosion vessels, and escorted by men-of-war, made sail towards the harbour, and broke the boom under a heavy fire. The French fell into a great panic, and cut their cables. By midnight all except two had run ashore. In the morning Captain Lord Cochrane signalled to Lord Gambier that if half the fleet could be sent in, the enemy would be completely destroyed. Lord Gambier did not comply with the request. The attack was, however, renewed, and the two remaining French vessels ran ashore in endeavouring to escape. The "Encounter" was inside the harbour co-operating in the attack. In spite of repeated signals Lord Gambier failed to send adequate support, but by 8 P.M. two French vessels had been captured, and two were blown up. On the following day Lord Cochrane continued the attack with vigour, but on April 14th Lord Cochrane was recalled by Lord Gambier and returned to England, where he intimated that from his place in Parliament he would oppose the passage of a vote of thanks to the Commander-in-Chief. Lord Gambier demanded a court-martial, and was fortunate in securing an acquittal, and in eventually receiving the thanks of both Houses of Parliament. Napoleon said that the French admiral was a fool, and the English Commander-in-Chief no better; also that Lord Cochrane had not been properly supported. Captain Lord Cochrane was made a K.B. and several officers were promoted. The British lost only 8 killed and 24 wounded.



From a contemporary drawing.

Commander Osborn H. Parker, R.N.

THE SECOND "ENCOUNTER."

On July 11th, 1812, the "Encounter," commanded by Lieutenant James Hugh Talbot, was wrecked and lost off San Lucar, Spain, while attempting to cut out some hostile vessels.

The second "ENCOUNTER" was a 14-gun screw sloop launched at Pembroke in 1846. She was of 953 tons and 360 horse-power. Her length, beam, and draught were 190 ft., 33 ft., and 8 ft.

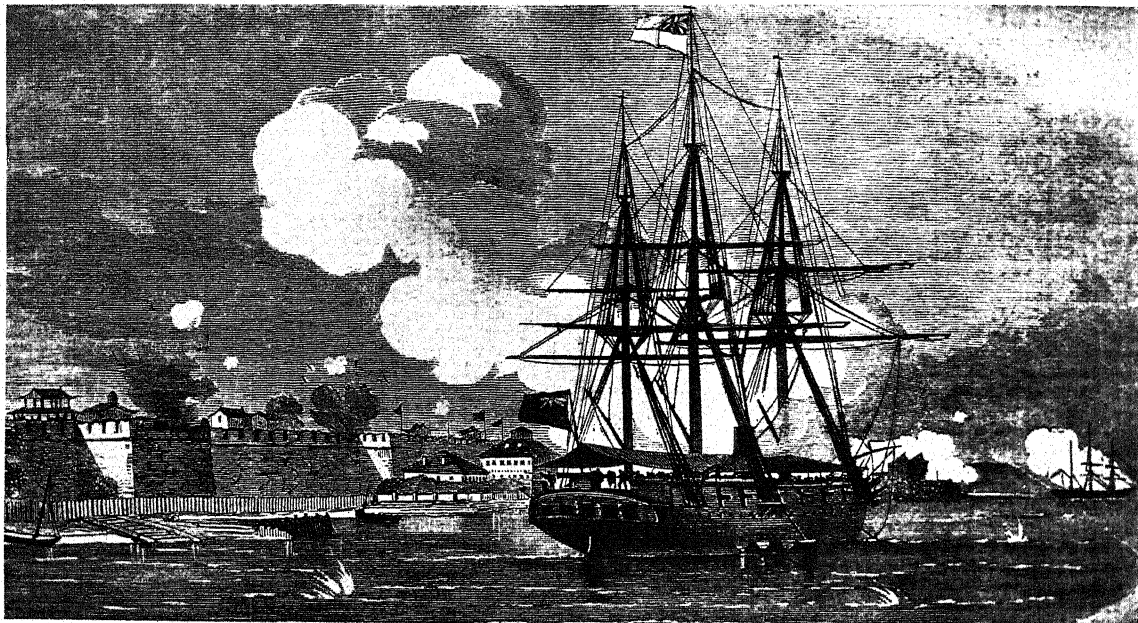
In 1854 there was a native rising at Shanghai, organised by one Aling, an ambitious "house boy."

The "Encounter," commanded by Captain George Douglas O'Callaghan, was in harbour,

and, together with one other English and one American vessel, landed a party of men, which quickly captured a fort, and killed, wounded, or captured a number of Chinamen. The Chinese Imperial troops were then given twenty-four hours in which to evacuate the remaining forts. As the Chinese did not comply the works were shelled and attacked. Three hundred Chinamen were killed, the remainder fled, and the next day the forts were destroyed.

In November 1854 the "Encounter," commanded by Captain George D. O'Callaghan, was actively engaged in the suppression of Chinese piracy in the Macao River. The boats from the "Encounter" and other ships destroyed junks at Tymmoon Bay, Tyloo, and Coulan Bay.

In 1855 the "Encounter," commanded by Captain George D. O'Callaghan, was one of a fleet of 12 vessels in the Pacific under Rear-Admiral Henry Bruce with his flag in "President." In May this fleet, in which were 4 French vessels, arrived off Petropaulovski to attack the Russians. It was found, however, that the garrison had embarked and escaped, and that



From a contemporary "Illustrated London News."

THE SECOND "ENCOUNTER" ATTACKS NINGPO.

the only inhabitants were two Americans and their servant. The arsenals, batteries, and magazines were reduced, and the British forces withdrew.

In 1856 the "Encounter," commanded by Captain George D. O'Callaghan, took part in the second China War.

In October 1856 the "Encounter" took part in the operations against the Chinese in the Canton River. She took possession of Dutch Folly Fort, bombarded the Chinese High Commissioner's compound, and landed guns to garrison certain captured forts, and then assisted to capture the Bogue Forts.

In August 1860 the boats from the "Encounter" joined a fleet of 11 ships, under Rear-Admiral Lewis Tobias Jones with his flag temporarily in "Dove," which co-operated with the allied British and French troops—20,000 strong—in the attack and capture of the Taku Forts. The Naval work consisted in bombarding the forts and in clearing the boom obstructions in the river. The ships suffered no casualties, but the marines on shore, who behaved with their usual gallantry, lost 1 killed and 29 wounded.

In May 1862 the "Encounter," commanded by Captain Roderick Dew, assisted the Imperial Chinese in the capture of Ningpo from the Ti-Ping Chinese.

Captain Dew landed a Naval Brigade, and at 2 P.M., after a continuous bombardment, the city was stormed and captured. The British loss was 3 killed and 23 wounded.

The "Encounter" assisted in various ways in forwarding the Imperial Chinese cause until the legality of British intervention was called into question, and Captain Roderick Dew was

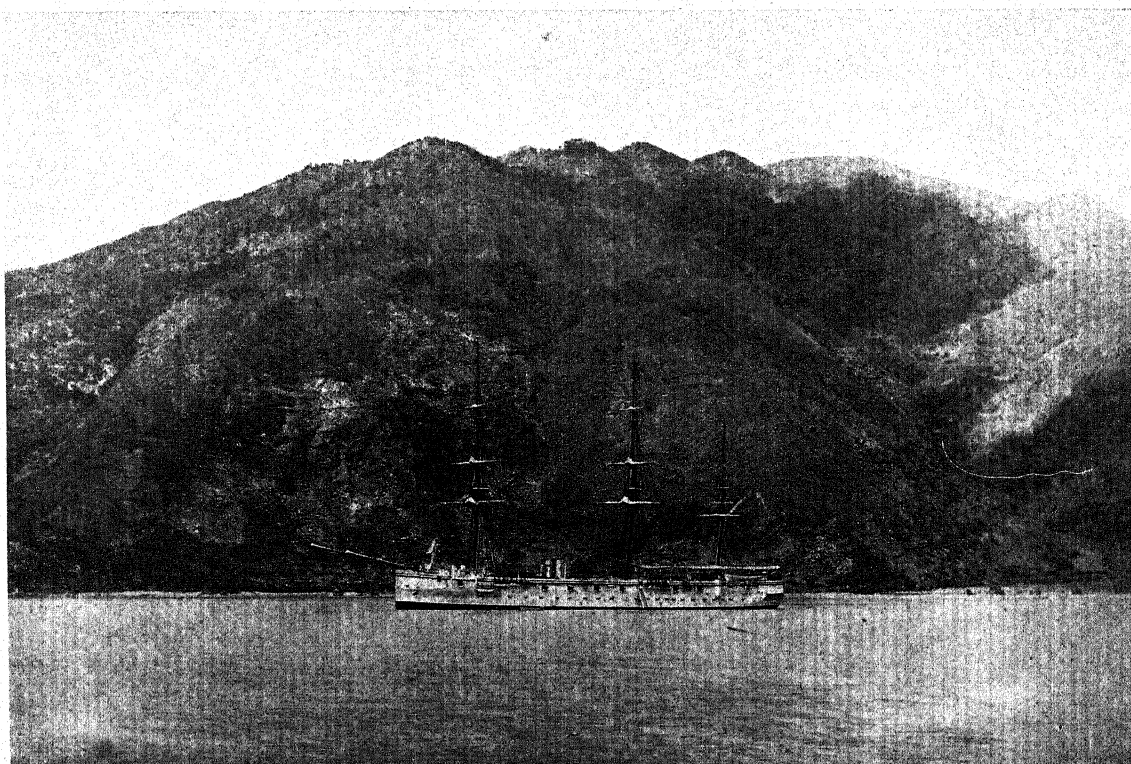
ordered to desist, and informed that he had exceeded his instructions. In 1866 the "Encounter" was broken up.

The third "ENCOUNTER" was a 14-gun screw corvette, launched at Sheerness in 1873. She was of 1970 tons, 2130 horse-power, and 13 knots speed. Her length, beam, and draught were 220 ft., 37 ft., and 17 ft.

In 1873 the "Encounter," commanded by Captain Richard Bradshaw, took part in the Ashantee War.

In November the "Encounter" contributed to a Naval Brigade under Captain the Hon. Edmund Fremantle, which marched inland to the relief of Abrakrampa, then sorely pressed by the Ashantees. The enemy were seized with a panic and retired hastily, abandoning almost all their stores.

On December 26th the "Encounter" bombarded a village on Alboaddi Point, and then sent her boats under Lieutenant Alfred Loveridge in to burn the place.



THE THIRD "ENCOUNTER."

Vice-Admiral George Northland.

In 1875 the "Encounter," commanded by Captain Richard Bradshaw, was one of 7 ships which co-operated in a punitive expedition up the river Congo under Commodore Sir William Hewett with his broad pennant in "Active." It was undertaken on account of the looting of the British schooner "Geraldine" and the murder of four of her crew.

On August 31st the boats from the "Encounter" and two other ships were towed to the entrance of Chango Creek. One hundred and fifty marines were landed under Captain Bradshaw and succeeded in burning three villages, although they were fired at by natives concealed in the bush. All the villages on the north bank were destroyed, and further punishment was inflicted in Luculla Creek and other places.

The labours of the expedition were most arduous, some of the creeks being overgrown with luxuriant vegetation which had to be cut away to admit of an advance, and the country generally was very difficult. Captain Richard Bradshaw was mentioned in despatches as having rendered conspicuous service, and the loss suffered was but 1 killed and 6 wounded.

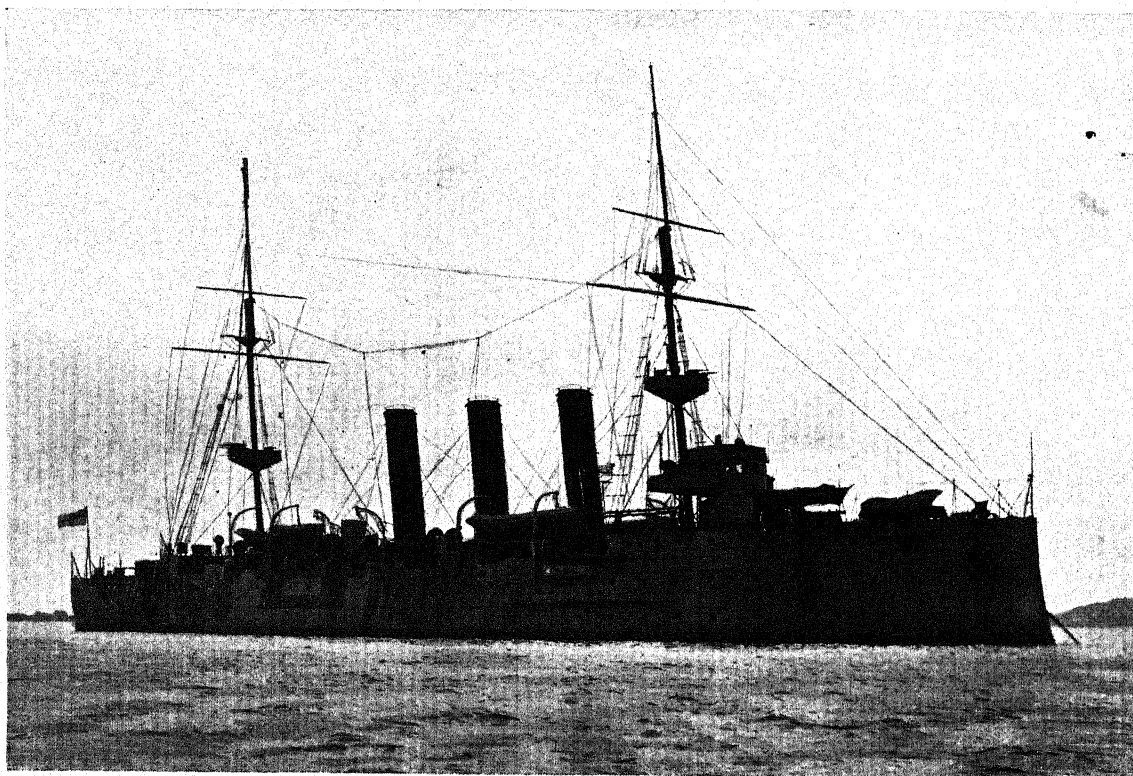
In 1888 the "Encounter" was sold.

THE KING'S SHIPS

ENCOUNTER

The fourth "ENCOUNTER" is an 11-gun twin-screw cruiser, launched at Devonport in 1903. She is of 5880 tons, 12,500 horse-power, and 21 knots speed. Her length, beam, and draught are 355 ft., 56 ft., and 21 ft.

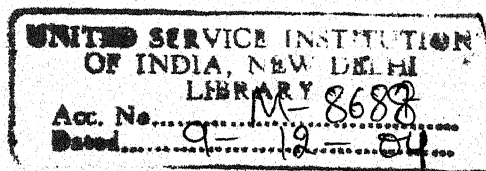
In 1912 this ship was temporarily lent to the Australian government.



THE FOURTH "ENCOUNTER."

From the photograph by Ernest Hopkins.

END OF VOL. II



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